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THE

FAN-QUI IN CHINA.

IN 1836-7.

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BY

C. TOOGOOD DOWNING, Esq.,

MEM. ROY. COLL. SURGEONS.

MACAO EGG-BOAT.

IN THREE VOLUMES.

VOL. I.

ROYAL ASIATIC SOCIETY LIBRARY OF THE BOMBAY BRANCH

LONDON:

HENRY COLBURN, PUBLISHER,

GREAT MARLBOROUGH STREET.

1838.

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PREFACE.

MANY persons may be puzzled to understand the meaning of the word FAN-QUI. Those who have been to China will comprehend it well enough, as they must often have heard it applied to themselves. It literally signifies "barbarian wanderer" or "outlandish demon;" but having been so long accustomed to the epithet, and hearing it so often pronounced, we are willing to hope that it is now generally used without intention to insult, and may be fairly translated "Foreigner."

This term of reproach, therefore, if such it still be, expresses in China, not only the

English, but all Europeans, Americans, Parsees, Arabs, Malays, and the inhabitants of every other quarter of the globe, excepting their own Celestial Empire.

The object of this work is to illustrate, in an easy and popular manner, the intercourse at present subsisting between these said Fan-quis and the children of Hân.—To take the reader through the Bocca Tigris up to the Provincial City, and to show him, in a more minute and descriptive manner than has yet been done, how matters really stand between them, the manner of life of both, how the trade is at present conducted, and the prospects which exist of a more friendly alliance.

There are many circumstances which combine to render this subject highly interesting to the British. To no part of the world, indeed, is there a more lively interest directed at the present moment than to China. The expiration of the Charter of the East India Company —the working of the new system of Free Trade

—the commissions of Lord Napier and Captain Elliot—the increase of the smuggling transactions and importation of opium, with the recent exertions of the native government for their suppression — the late severe edicts against Christianity—and the probable success of the attempts to introduce it through the medium of surgeon-missionaries: each of these points is sufficient to draw the attention of the public to whatever promises to increase the stock of information.

The writer considers that he had singular opportunities for investigation, and cannot reproach himself with their neglect. As a medical man, he had admittance into the hospitals, and frequently into the most private recesses of the natives. Aware of these advantages, he was careful to take a note on the spot of every peculiarity which came within his observation; while some little skill as a draughtsman contributed to fix the scenes in his memory.

Acknowledgments are due to those gentle-

men, whose works have been consulted on abstruse or disputed questions, and much obligation is felt to his friend, Captain Eyles, for his uniform kindness and attention to the writer during his residence in China.

London, April, 1838.

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PEASANTS ON DANES ISLAND

ILLUSTRATIONS.

Frontispiece, Vol. I.

PEASANTS ON DANES ISLAND.

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HARBOUR OF MACAO.

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FEASTING THE GRAND HOPPO.

THE FAN-QUI

IN

CHINA.

CHAPTER I.

China trade restricted to Canton—British free-traders—Direct voyage—Double voyage—Straits' produce—Time of proceeding to China—Monsoons—China seas—Typhoons—Destruction of native junks—Appearance of the ocean—Pulo Sapata—Dragon-flies—The Ladrones—Outside pilots—Dress of fishermen—Departure for Macao—Boatmen—Olo man—Description of fast-boat—Night among the islands—Ye-moon, Yat-moon—Passage between them—Ghos-paper, crackers, &c.—Ghos-pidgeon—Chinese bed—Pillow—Ghos-house—Ghos-stick—Ghos-paper—Altercation among the fishermen—The larger Chee-chow—Ramble on shore—Departure and arrival at the port.

In looking over my note-book, since my return to England, I was surprised to find in it many things, which have never yet, to my

knowledge, appeared in any work on China. Circumstances, which of themselves may be considered unimportant, are sometimes of the greatest consequence, when the information relative to the subject on which they bear, is scanty; and very often the national character is more fully illustrated by them, than by the greatest efforts of the cabinet. Impressed with this conviction, and sensible how interesting every thing connected with the Chinese is at the present moment, I am induced to submit to the public the following account of the intercourse of the British with them, while engaged in the purchase of teas at the port of Canton. If the goodnatured reader is inclined to accompany me, I trust that I shall be able to give him a notion of European life in China, and, perhaps, to introduce him to as intimate an acquaintance with this singular people, as the very limited nature of our intercourse will now admit.

It is well known, that the whole of the trade of foreigners with the Chinese, is restricted to a single port. Attempts have lately been made to carry opium and other goods more to the northward, and to traffic with the natives in various inlets along the coast, but without suc-

cess. Prejudice has assisted the action of the laws, in preventing all intercourse with strangers, but that allowed by the despotic government of the Celestial Empire. *Fan-qui* is the title applied by the natives to all but their own brethren; and this term often means, if we may judge by the gestures with which it is accompanied, "You horrid barbarous devil," or something equally complimentary.

The British free-traders proceed to the China seas, either direct, through the Straits of Banka and Gasper, or having made a passage to one of the Presidencies of India, continue what is called a double voyage, through the Straits of Malacca. The splendid Indiamen engaged in this service are an honor to the nation which sends them forth, and plainly point out the importance of the trade. They range from 600 to 1400 tons burden, and are fitted up in the best style for comfort and security. The inhabitants of these wooden castles consist of a captain, three or four mates, a surgeon, and from forty to eighty seamen, including petty officers. A few cannon are generally kept mounted, and small arms are in constant readiness. In the larger vessels, the uniform and etiquette of the Company's service are still

kept up; but, in others, the general manners of ship-board are more or less followed.

The vessels direct from England generally carry assorted cargoes of European manufactures, and fill up as they pass through, with Straits' produce. This consists of great quantities of rattans, known by every boy as the schoolmaster's canes; bags of betel-nuts, tin, pepper, and other produce of the islands, among which they are obliged to navigate. There is a constant demand for these goods in China.

The double-voyage ships, after landing their passengers at Madras, Bombay, or Calcutta, fill up with bales of raw cotton, and, perhaps, a few chests of opium. The trade in opium is, however, mostly carried on in vessels expressly built for the purpose. When they reach the Straits, every hole and corner is crammed with rattans and betel-nuts, which are procured either at Malacca or Singapore. Even the main and mizen chains and hammock-nettings are, occasionally, filled with these articles, whence the ship has a topheavy, cumbrous appearance, so that if there be much swell, she will, literally, appear "half-seas over."

After passing through the narrow channels, which is the most dangerous part of the

voyage, we enter the China seas. The time generally chosen for the passage up to Canton, is either in June, July, or August, during the prevalence of the south-west monsoon, when the wind is more or less aft all the way, and allows the studding-sails to be set. Besides, the wind is, generally, more moderate during this season; but, when the north-easterly winds have set in, during the other half of the year, from October to April, the finest ship in the navy would find it difficult to beat up against them.

The China seas have a very bad name among navigators, partly owing to the shores being but imperfectly laid down in charts; to the existence of numerous currents, the strength and direction of which, at different times of the year, either vary, or are imperfectly known; and to the fact of some unfortunate vessel or other constantly stumbling upon some unknown reef or shallow soundings.

There are also other ways of accounting for the loss of numerous ships, which are constantly missing. At uncertain times of the year, but chiefly during the prevalence of the north-east monsoon, the most tremendous typhoons prevail, setting at utter defiance the

skill and exertions of man: at one moment blowing directly astern, driving the ship with headlong violence before it, with the sea rising in mountainous waves over the taffril; the next shifting ahead, taking every thing aback, and impelling her with equal violence in an opposite direction. Very few vessels have been able to outlive this weather: they are either buried stern foremost, immediately, or, if they survive the shock, they have to combat with the waves, without a stick or a piece of canvas left standing. The large Chinese junks are frequently out during this weather, and almost invariably founder. They have been seen, occasionally, by our ships, when just on the point of going down, and the poor wretches on board have been taken out of them, when they had given up all hopes of being saved.

This unpleasant state of the weather, I must fairly own, I have never myself encountered. When I sailed up these seas, it was towards the latter end of August, and every thing then assumed a different appearance. After leaving the last blue trace of Pulo Pisang and Timoar far away astern, the gentle breeze, varying from west-south-west to south-west, wafted us, with every studding-sail set, at the rate of two or three knots

an hour, towards the place of our destination. The ship, like a huge black-bodied bird, with its white wings extended, might then be seen cleaving her way, with a firm yet almost insensible motion, over the bosom of the waters—the wide, smooth expanse around reflecting back the rays of the burning sun, and only occasionally disturbed by the frolics of bonetas and albicores, springing out of, and returning to the waters. The heavens were beautifully clear, without a cloud to be seen, whilst a booby or two would flap lazily along amongst the rigging, or a Mother Carey's chicken, or a swallow, would wheel and skim along the surface of the ocean.

As we passed along, in this easy and delightful manner, those who had never been here before expected to find something uncommon, even in the appearance of natural objects. The little island of Pulo Sapata was gazed upon with curiosity, as one of the places where it is reported the Chinese procure their swallows' nests, so much esteemed in that country for the making of soup. Some little birds of this species flew into the ports and were taken, but no difference was discoverable between them and those of our own country. It was noticed that

the sea presented at different times the appearance of strong ripplings, and once or twice a portion of it seemed to be raised considerably above the surrounding parts, with a distinct and well-defined edge. The sea was particularly calm at the time, so that it could be well observed.

As we approached the land, the wind fell off nearly to a dead calm, and we were welcomed by the arrival of a great number of dragon-flies, which played up and down about the stern, exhibiting their splendid colours in the direct blaze of the sun.

After ten days' sail from the Straits, the high land of the Ladrone Islands was discovered ahead. These lie directly at the mouth of the Canton river. The channels between them are, for the most part, safe for shipping; but that to the eastward of the Lemma island, called the Great Lemma channel, is generally preferred. As we gradually approached them, the blue tint of the distance was seen streaked with white and yellow, and, subsequently, we could observe the steep sides clothed more or less with stunted vegetation, and cut in different parts into those garden terraces so peculiar to the

Chinese, and which appear in the distance as so many steps, one above the other, for the purpose of ascending to the tops of the hills.

These islands were named Ladrone by the Portuguese, who appear to have expelled from them a great number of pirates, who infested those parts, and did great injury to the Chinese shipping. The English, likewise, have given a name to each of them—the Grand Ladrone and Asses' Ears, for instance; whilst the original names are still retained by the Chinese, and they will point you out Ye-moon, Yat-moon, Chee-chow, or any other you please to ask for. They are of uncertain vegetation: those which will bear cultivation are let out to farmers, and the barren ones are inhabited, at their pleasure, by fishermen and others.

Off the Ladrones you see a few native boats, belonging either to fishermen or outside-pilots. One of the latter class is very quickly on board, to conduct the ship between the islands, as far as the Macao roads.

These outside pilots are a very simple, well-meaning race of people, who get their living by fishing, when they have finished their pilotage. As they are the first of the Chinese whom we meet with, we must devote a few lines to a

description of their appearance. They are rather above the middle size, upright and active. The hair, which is always of a jet-black colour, is shaved close in front, the portion behind being collected together and plaited in the form of a long queue, down the back. The dress consists simply of a long tunic, made of blue, white, or red nankeen, reaching down below the knees, similar in appearance to the round pinafore of an overgrown schoolboy, and a pair of loose trousers made of the same material. No shoes are worn on the feet, except on very grand occasions. This description applies to the men, no women being allowed to go out to sea. These pilots are supposed to know the depth of water in the different channels, with the times of the changes of the tides, but very little trust is reposed in them, and they are not educated and sworn-in for the office.

As the ship works her way slowly among the islands, the pilot-boat is always sent to Macao to land the despatches and letters for China, and to bring off the inside pilot, without whom and his chop the vessel cannot proceed up the river. If the ship gets on quickly, she has to wait for the boat either in the Macao roads, or

at Lintin; otherwise, the boat returns to find her in the channel.

I took up my abode on board the fast-boat, as it is called, at about three in the afternoon of a fine clear day, to proceed to Macao on this little expedition. There was very little wind stirring when we left the ship, and before we reached the western extremity of the Asses' Ears, to enter a little channel between the islands, it had died away altogether. Sufficient time was therefore allowed me to observe the companions with whom I was thus for a short time associated. The outside pilot had left a man, whom he called his partner, on board the ship, to take charge during his own absence at Macao. He was a tall, thin man, his hair turned gray with age, and of a kind, mild expression of countenance. He wore a long frock, made of shining black linen. He had six men and two boys under his charge. The men were kept for the purpose of working at the oars, and otherwise assisting in the management of the boat. One of the boys was the son of the pilot, and appeared to come out for pleasure; the other, about eleven years of age, acted as cook, and had the entire management of domestic matters. I was much

struck with the air of cheerfulness and good-humour which seemed to reign among this little company. They talked and joked together constantly, and, when their hands were not employed in hard labour, were to be seen with a pipe in their mouths, or with one which took the circuit of the whole company. The old man was the only one among them who could speak a little English, and by the assistance of nods and gestures we managed to understand each other tolerably. The boat was kept extremely clean. The hull was about the size of one of our Deal boats, about thirty feet long, much higher out of the water abaft than forward, with a cabin in the centre, and the other parts decked over with moveable boards, and arranged into compartments, as cupboards and kitchens. The water was kept in large vessels forward, and the removal of three or four planks abaft the cabin, discovered the whole arrangement of stoves, pots, and kettles, necessary for practising the art and science of gastronomy.

When there is no wind a moveable house is shipped overhead, to protect you from the intense heat of the sun. This is taken down again when the breeze springs up, and the sails

are hoisted. The fore and main masts are supported, as with us, by backstays, and the whole apparatus of the rigging is very simple. The sails consist of squares of matting, sewn together, with a yard at the top for the purpose of hoisting, and cross-pieces of lighter bamboo below, at the distance of two or three feet asunder, in the same direction, for the purpose of stretching the sail. The halyards are fastened nearer to one end of the yard than to the other, and are then passed through a block at the masthead. As the sail is hoisted, pieces of string fasten, in a loose manner, the cross-pieces to the mast, keeping it from flying away, but yet allowing it to traverse freely up and down.

There is nothing wanting, then, but the sheet, which consists of numerous pieces of cord coming from the long end of the yard, and the extremities of the cross-pieces; these are gradually collected by means of clumsy wooden blocks, without sheaves, and ultimately terminate in a single rope, which is belayed upon deck. The rudder is very large, and would be well represented by a moderate-sized grating, with a small capstan-bar attached. It

is made to lift up, so as not to exceed the draught of the vessel in shallow water.

This may be considered rather a minute description of this boat, but it merits it, perhaps, as it is considered to sail well, and to have a resemblance to some fishing-boats which may be seen on the eastern parts of our own coasts. Although the fast-boats are made in the frailest manner, their buoyancy is such that they are often able to stand out the roughest weather, when vessels more strongly built would go to the bottom.

It was completely dark by the time that we entered the little channel between the islands of Ye-moon and Yat-moon. Perfect silence reigned on board our little craft, and, as we passed close under the steep sides of the land, we heard the heavy dash of the waves upon the rocks, and had to use considerable exertion at times to avoid being carried among the eddies, which were scarcely a boat's length from us on either side. The men plied the oars stoutly, assisted when most needed by the helmsman and one of the boys. The narrowest part of the channel was soon passed, and the sides of the little islets could then be faintly traced

against the dark sky, diverging on either hand, until lost in obscurity.

At this time I was very much surprised by one of the little boys rushing down below, and almost immediately returning with a large piece of paper in his hand flaring and flaming in a violent manner. The sudden light thrown upon my companions enabled me to watch the expression of their countenances; but there was nothing but the same calm and apathetic gaze which I had before noticed. The lad went aft to the extreme end of the vessel, and held the burning paper high up in the air. When it was nearly consumed, he threw it from him with great care into the water. It floated on the surface, and its red light was still to be seen when we had receded some distance from the place. The boy seemed to look with satisfaction at the blaze, and when it was extinct he turned his eye towards the shore.

A glowing light of a similar kind was then suddenly raised at the water's edge of both the little islands, and we could hear distinctly a number of small reports following each other with great rapidity. I was at no loss to understand the meaning of these noises, for the same thing took place, at the same moment, imme-

diately over my head. A quantity of crackers were placed in a basket, and having been lighted, were hoisted on a pole held by one of the men. About a hundred of these rascally little fireworks went off in rapid succession, which enveloped me in a cloud of smoke, far from agreeable either to the eyes or to the nose.

The idea of my being among the Ladrone or Robber islands made me, at first, imagine that mischief was intended, and that this was a signal for the approach of a host of enemies. The place, the extreme darkness, the perfect silence, and the belief that we had no other human being in the neighbourhood, all contributed to alarm me for the moment. But every thing was quiet in a few minutes. Since this time, I have seen so much of these doings—crackers let off by thousands, amidst the clash and clang of instruments of music, ten thousand times more horrible than tin pots and kettles, with lights blazing and flaring in every direction, that they have become mere matter of fact with me, and I should now feel more inclined to look with astonishment at any person who should think them curious.

The whole affair was a part of what the

Chinese, in their broken English, call "Ghos-pidgeon"—a propitiation to the gods of the waters for prosperous gales and fine weather. The practice is universal, and differs but little in its form throughout the whole nation.

As if in answer to the call, a light breeze sprung up, by the time we were clear of the land. The oars were laid aside, the sails were set, and the greater number of the men stretched themselves on the deck, and quickly vied with each other in the loudness of their sleeping music. The Ghos-paper was frequently lighted during the night, as we passed along, and the red glare falling upon the deck showed the brawny sleepers as they lay. No four-post bedstead, or even truckle, is required by the lower orders in this primitive country. The couch simply consists of a square piece of matting, laid upon the boards—upon this they lie, and rest the head upon a pillow, made in a very odd fashion. It is a kind of stool made of bamboo. Two thick pieces are bent into a semicircle for the sides, and connected together, about a foot apart at the bottom, by strong and firm sticks; while thin, elastic pieces of the same material, pass across from one semicircle to the other, round the

sides and the top. When this is placed on the ground, it forms an easy and elastic support for the head, but very different from a down or a patent India-rubber pillow of our own land of comforts.

On descending into the cabin to take up my lodging for the night, I found it very clean and lined with matting, with one of those original head-pieces arranged for my accommodation. A light was burning in a little cupboard. On looking into it there was a great profusion of decoration, pieces of tinsel, artificial leaves, and the like to be seen. At the back part was seated a little waxen image dressed out with silks and gaudy ribbons. This was the guardian saint of the boat, to which the sailors, twice a day, offer sweetmeats, fruit, and little cups of tea. After waiting a due time, to see whether she will accept the offering, the boatmen generally assist her in the matter by swallowing it themselves. She is considered the patroness of sailors, and goes by the name of 'Tien-how or Queen of Heaven.' In fact, it was a Ghos-house or church, which, upon inquiry, I found was never omitted even in the smallest vessel. A lamp fed with tea-oil is kept constantly burning,

night and day, for the purpose of lighting the ghos-paper, and renewing the ghos-stick, when it is burnt out.

The ghos-stick is a composition, consisting chiefly of manure, rolled up into long sticks and dried in the sun. It burns without flame, like our touch-paper, and is used to set fire to the crackers, and having been placed on the end of a little stick, a piece is kept constantly burning in the ghos-house. Great quantities are brought over to this country and consigned to the publicans, for the lighting of pipes and cigars. The ghos-paper is merely common paper dipped in oil, dried, and then ornamented with a little gold or silver leaf, and afterwards scented.

By daylight, it was become perfectly calm, so that when the tide turned against us we were obliged to run close under the shore of one of the islands. Ranges of fishing-stakes extended for some distance into the sea, and were watched by the natives, who sat with their families in small boats, and were chiefly employed in fishing with hand-lines. These miserable people seem to be the outcasts of society, and as they live on these barren islands, and subsist almost entirely on fish, they appear more like

scarecrows than human beings. Wild, haggard countenances, and ragged, filthy attire, prevail throughout the whole.

The approach of a large boat, to which they cannot be much accustomed, brought them out, in great numbers, to find a market for their fish. But they tried to make too much by the strangers, and asked an exorbitant price for their goods.

I ascertained this afterwards; but was much amused with the conversation which took place between them. The whole party of buyers and sellers took a great interest in the transaction, and stretched their necks to catch every word. At first, our old pilot seemed to ask the price. He was answered by an old man of the opposite company, who, at the same time, held up a fish by the tail. This reply did not appear to please, for it caused the whole of our party to utter, at the same moment, a most expressive "Yah!" This led to expostulation, and the throwing down of the unfortunate fish into the bottom of the boat, with great indignation. An altercation ensued, followed by a violent recrimination, at first between one or two, and, finally, between the whole of the natives. All talked at the

same time, each one endeavouring to raise his voice above the other, while some screamed at, and others mimicked the opposite party, until I really fancied myself many thousand miles away from the place, taking a morning's walk in Billingsgate. The slang (for such I am sure it must have been) continued to be profusely poured forth, until the distance made them give up all hopes of its being heard. "They wantshee too-muchee dollar for the fishee," said the pilot, in answer to my inquiry, as to the cause of the uproar.

After proceeding a little further, we approached an island called the Larger Chee-chow, and ran the boat into a little bay, where she grounded opposite to a few cottages, which were prettily situated on the edge of a high bank, overhanging the water. As we were to remain here for a few hours, until the tide turned, our little cook fell to work to prepare dinner for the men.

The country looked very inviting, so I begged the old pilot to accompany me ashore, as it would not have been safe to go alone. The stern of the vessel was pushed to some rocks, and we stepped by their means to the land. A winding path, with a gradual ascent, led us

round the bank. It seemed to be well worn, and was bounded by thick and tangled bushes, mixed with a variety of wild flowers. The cottages we had seen were about four in number, inhabited by very decent people. The door of one of them was open, and discovered nearly the same appearance that I had seen in the cupboard of the boat. It was a ghos-house, which will always be found wherever two or three houses are placed together.

It being very unusual for any European to land on these islands, as we ascended the steep side of the hill the natives crowded about us, and manifested their astonishment at the peculiar dress and appearance of the stranger. It was to them a new and singular animal which they saw, and, after exhausting their wit until nobody laughed, they would have proceeded with a practical joke or two, but for the intercession of my old friend the pilot. The bare parts at the top of the island were spread over with the black nets of the fishermen, stretched on the ground, to dry in the sun, and to undergo the process of repair; while the more fertile parts were covered with underwood and flowers, and the sides, cut into terraces, were laid out as kitchen-gardens. Here and there

might be seen a buffalo, chewing the cud in the shade of a broken piece of ground. Butterflies of every hue shaped their eccentric course through the air, and the heavy locust displayed its red wing, as it wheeled along the surface.

The prospect from the top was truly delightful. It was a fine, clear, hot day. The panorama around was bounded in different parts by the horizon of the sea, the top of the high and craggy Lantao, the peak of Lintin, and the faint blue trace of the distant shore. At a little distance appeared the calm, unruffled sea, winding like an inland lake, among the islands, and bearing, in the distance, the sluggish ship immoveable upon the surface. The sun, too, being high in the heavens, threw the steril rocks into every variety of shade, tinted, according to the distance, from the faint blue, into the deep and sombre brown. Immediately beneath appeared the path, winding and slanting down to the water, with the little village, the minute haven, and the boat.

The animated part of this landscape consisted of the fishermen mending their nets, and the upright form of the pilot, with his arm above his eyes, watching the rising of the coming breeze. An old telescope, which he

valued as his best property, was put up occasionally to assist his survey of minute and distant objects. His face brightened with pleasure, as he observed the sky rise slowly in the east, and the extreme verge of the ocean become darkened. He then saw the glassy surface of the water spotted and streaked with cats-paws, varying their shape and direction every moment, and finally coalescing over the entire surface, raising it up into tiny, trembling waves.

The first sensation of the cool breeze was the signal to make our salaam to the natives; the boat was manned and pushed into deep water; the sails were hoisted, and we were soon running before the wind. A few hours' sail brought us within sight of our port.

CHAPTER II.

Macao—Mandarins—Egg-boats — Portuguese settlement —Government of the place—Residence of European Ladies — Marquick's hotel — Evening promenades — Chinese philosopher—Servants and waiters—Barbarous language—Cave of Camöens—Mr. Beale's gardens—Mr. Chinnery—Communication between Macao and Canton—Broadway river—Departure—Port custom—Approaching thunderstorm—Squall—Management of Chinese sailors—Island of Laf-samee—Inside pilot—Departure of outside pilot.

MACAO is first seen over a spit of land which forms the outer boundary of the harbour. Before rounding this point, you have a full view of the place, which bears some resemblance to an amphitheatre, and strikes the eye of the stranger, as one of surprising beauty.

The country is broken into small hills, which slope down almost to the water's edge. A handsome row of houses is built at the bottom

of the small round bay, with a parade in front of it, embanked with stone against the encroachments of the sea. This is interrupted once or twice by granite quays with steps leading up to the top of the bank. Behind the terrace, the houses are built upon the steep sides of the hill, and, as nearly the whole of them are seen at a little distance, they appear jumbled together, and placed one on the top of the other. The variety of architecture adds to the singularity, as plain and simple gable-ends are mixed up with the tops of steeples, and light and airy summer-houses.

Where the mass of buildings decreases to form the outskirts or suburbs of the town, it is flanked on the right by a very handsome church, and beyond that a fort on the top of the cliff. On the left rises a distinct and separate hill, on the summit of which is a Portuguese nunnery, while, beneath it, at the extreme end of the semicircle, is placed a castle, which protects the entrance of the inner harbour.

On our approach, the opposite shore of the oval basin, broken into numerous little hillocks, was thrown into a great variety of shade and tint, by the setting sun. On the smooth sheet of water, embraced in this manner by the land,

numerous small Chinese craft, were hanging by their cables, while minute egg-boats were continually plying between them and the shore.

Our boat did not enter the little bay, but was anchored at the entrance, as much out of sight as possible. The old pilot gave as a reason, that his vessel drew three feet of water, and, on that account, she could not be taken nearer the landing-place. On inquiry, I discovered that he had another objection. Sometime since he had given offence to the mandarins of Macao, and had been put into prison, from which he was not released until he had paid a sum of money. The poor man shook with terror, at the idea of being recognised by them, as in that case he was almost sure of being treated in the same manner, although he had committed no fresh offence. It would appear, that, when once people fall into the hands of these limbs of the law, they are never safe from persecution.

Before the anchor was down, a little boat came alongside, to carry me to the shore. It was one of the oddest things of the kind ever seen, and more resembled a tub than a boat, being about eight feet in length and very nearly as broad, flat-bottomed, with the gunwale about half

a foot out of the water, and perfectly straight and wall-sided. Craft of this kind are named Tân-kea, or egg-house boats, because they generally have a round mat cover, called a house, over them, when the name must very well apply. They are kept very clean, are lined with matting, and are each managed by two Chinese girls.

As I stepped into this conveyance, they placed a stool for me in the middle, under the house, while they went, one to either end, and began to work stoutly at the sculls. The dress was very nearly the same as that of the men already described, made of blue nankeen, only one of them had an extra piece turned over the head from behind, to form a hood. The hair was not shaved, but divided and plaited down the back, with a scarlet string interwoven near the end. They were good-natured, pretty-looking young women, and smiled frequently, exhibiting beautiful teeth. One of them seemed to have taken a good deal of pains in adorning herself, and had arranged some artificial flowers in her hair. As I sat close to her, in trying to make myself understood, I happened to catch hold of her arm. This appeared to give her great uneasiness, as she immediately drew back and turned her eyes, with much anxiety, towards the shore,

saying, "Na! na! Mandarin see; he squeegee mee! he squeegee mee! Mandarin see!"

They were then, it seems, watched all the time they were out, and would be punished if they were detected doing any thing improper. "Squeegee" means being put into prison, and a sum of money forced from them before they are liberated. Upon my inquiry whether the mandarins were always so strict, she replied with great expression, "Na, na! nightee time come, no man see!" With such vigour are the laws administered, and thus are they respected, although the system must allow great scope for the exercise of petty oppression. The lower orders of Chinese appear to be the pigeons, while the mandarins are the hawks, who are constantly watching for a pretext to despoil them of their property.

After the Portuguese had done them the signal service of clearing the seas and islands at the mouth of the Canton river of the hordes of pirates, who then infested them, they were allowed by the Chinese government to build the town of Macao, and to establish a factory there. As this was the only settlement of foreigners within the dominions at the time, great expectations were formed of the benefit which would

accrue to the mother country from the monopoly of the trade with so extensive and wealthy an empire. Embassies were sent between the courts of Lisbon and Pekin, and every thing promised fair for a very amicable alliance. But circumstances occurred to break it off, and ever since these jealous people have been trying to curtail the few privileges which they granted to the Europeans at first. Surely it must have been but mean policy in the Portuguese tamely to submit to allow processions of idols being paraded through the streets, and to be denied the privilege of trying their own criminals. The fact is so, and it is only of late years, after great intercession, that they have been allowed to appoint a European magistrate to preside over his countrymen.

At present, there is a Portuguese judge and a Chinese mandarin, in the town, to manage each his own people. The inhabitants consist chiefly of these and of English from Canton, who spend the summer months here, when no business can be transacted. It is particularly the residence of the ladies of the captains of Indiamen, and others of the fair sex, as it is well known that they are not permitted to go up the river with their husbands. No foreign woman is allowed

to enter China. This has been the law for a great length of time, and the attempt to break through it, has occasioned some of the most serious disputes which the East India Company have ever had with the local authorities. The gentlemen residing in Canton, are therefore obliged, *nolens volens*, to live in single blessedness, or keep their wives at Macao, with the comforting hope of seeing them, when they can make a voyage of between eighty and ninety miles for the purpose. Many causes have been assigned for this ungallant exclusion.

As it was late in the afternoon when we arrived, we were informed that a pilot could not be procured that day, and it would probably be the same time on the morrow before he and his chop would be ready. The chop, in this instance, means a pass or permit, to allow the vessel to proceed up the river, but its different meanings, on other occasions, it would take some time and trouble to enumerate.

The only English hotel in the place is large, and kept by a man of the name of Marquick, who has another still larger in Canton. Most of the male visiters meet here at the *table d' hôte*, and amuse themselves in the evening, by playing at billiards, after the Russian fashion.

On fine clear evenings, after sunset, some of the gentry of the place, chiefly Portuguese, dress themselves as for an evening party, and promenade on the parade before the houses, without hats or bonnets. As they meet each other frequently in walking backwards and forwards, little circles are often formed, and this gives the whole the appearance of a *conversazione*, while the rich and varied dresses and headgear add considerably to the liveliness of the scene.

After walking through the streets, which I found to be very steep, narrow, and roughly paved, occasionally interrupted by long flights of steps, which were necessary to restore the level, I returned to the shore, just as the short twilight was terminating. Not wishing to go in immediately, I extended my walk round the bank, past the church. As I turned the corner of the harbour, and was just out of sight of the town, I perceived, through the obscurity, a number of Chinese, male and female, old and young, sitting facing the sea, with their legs dangling over the stone bank. They appeared at first as if they were fishing, but, upon nearer inspection, I found that they were merely enjoying the cool evening breeze from the

water. As I passed along behind them, one by one turned the head, and seeing a strange Fan-qui so close to them, got up when I was gone a little way, and made off as quickly as possible. The infection spread, for, as I went on further, I saw them shudder as I approached, then creep slowly past me, with every sign of humility and fear, and finally scamper away with great expedition.

Very soon there was not a Chinaman to be seen, with the exception of one old man, who continued with his back towards the path, perfectly unmindful of the hubbub around him. "This is a sensible man," said I to myself, "I have found one at least who does not give way to foolish prejudices." I really took a great fancy to the man, and therefore approached, and began to talk to him. But he took no notice whatever: he seemed to be absorbed in profound contemplation; so I gently touched him with the point of my stick. As if an electric shock had passed through his body, he turned his head over his shoulder, shuddered with inward horror, and immediately clambered up and nearly forgot his crutch in his hurry to make his escape. This philosopher, alas! was totally deaf.

The servants at the hotel were all Chinese. They were the first I had seen, and certainly they gave me no very favourable idea of their qualifications. No person but a resident in China, attempts to speak the language of the country; therefore, your comfort entirely depends upon the knowledge these people have of yours.

In Macao, they pretend to understand Portuguese and English; but, if we may judge by analogy, the former must be spoken most barbarously. The conversation between the Chinese and the English is sometimes extremely ludicrous, when we compare the sound of the words with the gravity and importance of the persons who utter them. It would appear as if the three languages which they are obliged to use, were so mixed up in their minds, that it was altogether impossible to separate them. Accordingly, they treat you to a beautiful mixture of English, Portuguese, and Chinese, with the words lengthened out by a great number of vowels, to make them come as near as possible to their own. This drawling manner of pronunciation is very disagreeable, when used by the men, but with the women it sounds very well, as they have remarkably musical voices.

One of the waiters at the hotel, a young man (no women being employed by foreigners in their houses), was dressed in rather a peculiar manner about the head. Instead of the hair being shaved in front, he had it cut round the top of the forehead, about an inch and a half in length. All the other part was turned as usual, and plaited down the back. This thin semicircular ridge of hair was then made to stand bolt upright, and as each hair was separate, and as stiff as a bristle, the whole looked like a very fine-toothed comb turned upwards instead of downwards. This I imagined to be the usual way of dressing the head by the single, unengaged youths, and of course must be very attractive.

These men are considered superior to the fishermen we have had to do with lately, and therefore dress rather better. The tunic is of finer blue nankeen, the trousers are generally white, and are terminated at the knees by the tops of white hose, made large and loose, like those of our ancestors. The feet are put into a pair of shoes, the soles of which are so thick that they would answer very well with our ladies for their thickest clogs, but that they

would not keep out the wet. The thickness of the sole, about an inch and a half, must prevent any motion in the foot; therefore, they walk like our clodhoppers, flat-footed, and would find it impracticable to stand upon their toes. Whether this custom was instituted by their great lawgiver, Confucius, to put out of their heads all inclination for dancing, I cannot say, but if so, it must answer the purpose admirably.

A few sentences are almost in constant use with those who can converse with you pretty well; but very often these are the only ones known by your accomplished valet-de-chambre. For instance, they will come to you and say, "You catchee dinner? can?" raising their eyebrows up at the same time; to which you are pleased to answer "Can," with a nod of the head. He understands this, and will then walk before you and conduct you to the dining-room; but if you ask him any question, however appropriate to the occasion, as you may judge it, he will stare at you and merely answer, with a look almost idiotical, "No sa-a-vez"—and you have to go through the whole process again before he will stir from the place.

There is still to be seen in one of the loftiest

of the rocks which compose the peninsula, a chasm, which is held sacred to the name of the illustrious poet, Camöens. Here is to be found the cave, where the Lucian bard, whose

"Sword and pen were rivals in renown,"

was accustomed to sit on a stone seat which still remains, and indulge in that outpouring of the soul, which was the only solace, the only consolation of the poet, for the miseries and disappointments which he encountered at every turn in life. Here he could dwell in memory with his Dona Caterina, and enjoy transient ideal bliss, or vent his anguish and despair in such touching language as Lord Strangford has rendered sublime.

"My cradle was the couch of care,
And sorrow rocked me in it;
Fate seemed her saddest robe to wear,
On the first day that saw me there,
And darkly shadowed with despair
My earliest minute.

E'en then the griefs I now possess
As natal boons were given;
And the fair form of happiness,
Which hover'd round, intent to bless,
Scared by the phantoms of distress,
Flew back to Heaven!"

Macao possesses very few things which can interest a stranger, after the novelty of seeing so remote a place has worn off. You are interested, at first, by walking up and down the narrow alleys, where every thing and every body is different from what you have been accustomed to; but you soon tire of that, and find it impossible to extend the sphere of your amusements. The markets attract your attention with the great variety of fruits and vegetables exposed for sale, for the Chinese are not surpassed by any nation in the cultivation of their gardens. There are no shops here as in Canton, with those ingenious, wonderful productions of minute art, which belong almost exclusively to China, and in the examination of which the greater part of the time is occupied by those who visit that place. No theatre, or exhibition of any kind, is in the town at this time of the year, so that you soon feel thrown upon your own resources for mental occupation. One thing worth seeing, however, is the menagerie or zoological garden, as we should name it, of Mr. Beale. Not having seen it, I can give no description, but I was told that there were, among other curiosities, some Birds of Paradise, alive. You may go all over the world before you may see them again, except

in their wild state in Sumatra and Borneo, as they are, perhaps, the most delicate of the feathered creation.

The only foreign painter in China resides in this town, Mr. Chinnery, a native of the sister isle. He is very much esteemed by the Europeans who visit this part of the world, and is well known to stand high in his profession. His portraits of the Chinese are often sent over to this country, where they may generally be seen at the yearly exhibitions of the academy. This gentleman is deserving, perhaps, of more particular notice, as, through his means, these bigoted people are beginning to have a relish for the higher excellences of this noble art. Many of the Chinese have sat to him already; one or two have been his pupils, and have made a very fair progress. The best of them, Lamquoi, is in practice as a portrait-painter in Canton, and is always happy to take your likeness for the small consideration of twenty dollars. But more of him hereafter.

The communication between the two cities of Macao and Canton is kept up by means of small schooners belonging to the firm of Standford and Marks, of the latter place. They are very pretty fast-sailing vessels, from five to ten

tons in burden, manned with Lascars. They run at stated intervals down the Canton river, through the Bocca Tigris, with passengers and parcels. The despatches are sent up usually by a fast-boat, through the Broadway river, a small stream, which passes almost direct from behind Macao, and unites with the larger one to the westward of the other city. In due accordance with the jealous nature of the native government, this short cut is kept entirely to themselves, and no foreigner can proceed by it, however pressing his affairs.

Having the pilot and his chop ready, a little egg-boat, carried me on board our small craft, about six o'clock in the afternoon. Before starting, I had to make my appearance before the chief mandarin, to pay a port custom of two dollars for having landed at the place.

Although there were many *female watermen* at the stairs, one only offered to convey me, and insisted upon my getting into her boat in preference to the others. I ascertained that this was according to the regulations of the mandarins, and I should think a very proper one, as a certain number only of these girls are allowed to follow the avocation, and as there is so little work for them, they must make but one

trip a day, in rotation, until they have each had a fare. A certain portion of whatever is given to them is taken away when they get back again, and they are in constant fear of being squeezed out of the whole; therefore they use the precaution of requesting their fare to be paid them with two half-dollars rather than a whole one.

The evening proved unsettled — dark and sullen clouds gathered slowly overhead, the wind fell off suddenly, and the whole appearance of the sea and sky indicated an approaching thunderstorm. It came, attended with tremendous peals of thunder and that vivid lightning so common within the tropics, and was followed by a succession of violent squalls.

In looking to windward, a faint arch may first be seen almost enveloped in mist at the edge of the horizon. This gradually rises, and soon forms a black threatening bow, with delicate pencillings, passing down from its concavity to the surface of the water. The experienced mariner will, at this time, be able to give a fair guess as to its direction and strength, and will prepare his ship accordingly. Sometimes it will pass over without breaking, when the

only effect produced is the falling of a few drops of water upon the deck; but generally there is a sudden and violent rush of wind, equal to that of a severe gale, which would carry every thing before it if the sails were not taken in in time. When the first gush of the wind has passed over, the rain comes down in torrents, and in a few minutes the whole is over.

This evening, when the squall was nearly upon us, and the mass of cloud was split into two or three fragments, from the insterstices of which the wind issued, I went into the little cabin below to keep out of the wet. No sooner was I down, than the Chinese placed the boards one by one over the top, and covered them over with a tarpauling; so that I found myself very comfortably seated, as a Jack-in-the-box, without a possibility of getting out, if any accident had happened, until the vessel had gone to pieces.

The Chinamen were all busy above my head, lowering the sails to receive the first impulse of the wind. A reef is taken in them by lowering the halyards, and then rolling up the lower part of the matting, and fastening it with a few pieces of string. As it is done almost instantaneously,

they wait until the squall is close upon them, and then judge by the boat lying over, how much sail she will bear.

Whilst under hatches, I felt the boat, which was at first lying perfectly still, suddenly heel over, as if she were going to upset, and run along upon her side with great impetuosity, making the water hiss around her bows, with a sound like that of a mounting skyrocket. She righted again, and, after the lapse of a moment, was pressed down until a streak or two of the deck was under water. As the light vessel kept thus alternately rising up from, and lying down on her side, I was obliged to fix myself firmly in one situation, to prevent being tossed about from one side to the other. My abode was not, on the whole, very enviable, as I had enough to do to keep myself steady, and thus avoid, in some measure, resembling the dice in a dice-box.

After sailing nearly all night among the islands, we put into that of Laf-samee, or the Three Mourning Garments, to wait until the sun rose, that we might not, during the darkness, pass the ship which we were seeking.

Our inside pilot seemed to consider himself of great importance, and vastly superior to the

old man to whom the boat belonged. He kept himself apart from the rest, maintained perfect silence and gravity, and seemed to find the greatest amusement in examining and re-examining his papers, and combing and plaiting his long black hair, with the assistance of a small fragment of looking-glass. The chops, or passports, are very neatly written, especially the Grand Chop, allowing vessels to leave the river, through the Bocca Tigris, without the unpleasant ceremonial of a salute from the guns of Annahay. They are finely illuminated with Chinese characters and figures, and are considered worthy of a frame in this country. The inside pilots are properly educated and examined as to their knowledge of the management of European craft, with the depth of water and direction of the currents in the river; so that by these qualifications, combined with their extreme gravity, they obtain some degree of confidence.

As the sun rose with great splendour, and gilded the tops of the barren, volcanic hills around, the old fisherman stepping from the high stern of his vessel, clambered up the rocks of the nook where we were lying, to get a more extended view around, and thus ascertain the position of the ship. As he stood upon a

small platform high above the surface of the water, with his white locks streaming in the wind, and partly shading his mild, benign countenance; and with his long black robe and full sleeves, relieved against the brown surface of the rock, he might have been mistaken for one of the old prophets, while those in the boat below, with their eyes turned up towards him, might very well represent his patient and attentive listeners. He soon came down from his lofty situation, the sails were again spread, and the ship was gained in a few hours.

Very little progress had been made during the absence of the pilot. Light and inconstant winds had detained the vessel in the intricate channels among the islands, so that she had suffered no delay by the length of time we had been absent. The distance was not more than thirty miles either way, but it had occupied us more than four-and-twenty hours in going, and eighteen in returning.

As soon as the chop comes on board, the outside pilot is discharged. When our old man took his leave, the wind blew very strong, and the sea was raised into large, irregular billows. His boat was brought under the stern, and as she danced and pitched about upon the surface

of the water, the top of her mainmast just reached and knocked against the taffril, and then bounded away again in a moment to the distance of some yards. The old man watched his opportunity, and taking his son up in his arms, waited until the mast approached, and then fairly threw him on to it. The child, about nine years of age, perhaps accustomed to this mode of travelling, did not appear in the least alarmed, but clung with his arms and knees to the slippery pole, and slid down until his feet rested upon the yard, from whence he descended with great agility to the deck. The old man went after him in the same manner, and as he stood upon the lowered sail, he turned and waved his last adieus.

This is one of the many instances which might be mentioned of the extreme activity and steadiness of foot of the lower orders, especially of those employed on the water, and who wear no shoes.

CHAPTER III.

Macao roads—Contraband trade—Consumption of opium —Lintin—Cum-sing-moon — Opium trade — Clippers —Smug-boats or centipedes — Receiving vessels— Chinese courage—Peak and Island of Lintin—Estuary —Fishing-stakes—Inside pilot—Bocca Tigris—Annahoy—Anson's Bay—Chuen-pee—The chop—Battle of the Bogue—Forts and batteries — Native pirates— Jealous precaution of the government against Portuguese—Native chronicles—Tiger Island and fort— River scenery—Paddy-grounds — Duck-boats—Catching shrimps—Second-bar. Pagoda—Stone quarries— Bar-boats—Whampoa.

AFTER passing through the Great Lemma Channel, the ship enters Macao roads, where she is generally obliged to anchor, waiting for the inside pilot. Proceeding onwards, you see the island and roadstead of Lintin on the right, and, on the left side, the snug little harbour of Cum-sing-moon.

Many commodities are brought as articles of

trade to China, which are forbidden by the government. The highest penalties and the most severe punishments are inflicted upon those natives who are detected in breaking through the laws in this respect; yet there are many who are willing to run every risk for the sake of the great profit which usually attends these contraband transactions.

An immense quantity of opium is yearly consumed by the Chinese. They use it in the same manner as the Turks, as an intoxicating substance, and smoke it in their pipes mixed with tobacco. Small houses, similar to gin-shops, for the accommodation of persons addicted to this indulgence, are to be found in every street inhabited by Chinese, at Singapore; and no doubt similar places are kept privately in every town and village in China. So great is the infatuation to obtain this bane to the human constitution, as no doubt it is when used to excess, that like all those who have given way to its influence, they care for nothing else, and seem perfectly absorbed in delusive gratification.

The emperor and the grand mandarins, in their paternal care, have long seen the moral and physical evils of this habit, when too much indulged in, and are continually doing every

thing in their power to stop the importation of opium. One of the most reasonable grounds, perhaps, of their dislike of foreigners, arises from this cause, the encouragement given by them to this forbidden trade. They consider them allied with the lowest and vilest orders of the people, to break through the best institutions of the country, and to deprave the morals, and thus to alienate the affections of those whom they consider their children. Edicts are frequently fulminated from Pekin against this practice, and no ship is allowed to enter the Bocca Tigris, unless a distinct asseveration is first made that she has no opium on board.

But the temptation appears to be irresistible. Immense profits have so frequently been made by those engaged in the business, in a comparatively trifling space of time, that it presents a much more alluring prospect, than that of the slower, but more honorable gains of a regular trade. It is true, that the markets are continually fluctuating, and that people might be warned by the sudden failures which have occasionally taken place, even under the most promising circumstances. But that is not the

nature of man. Although the opium trade may generally be considered, perhaps justly enough, as a high species of gaming, yet, it will always find speculators who are willing to risk their money upon a turn of the dice, which is accompanied with so much excitement.

As vessels employed in the contraband trade cannot go up the river to dispose of their goods at Canton, they must have some place on the coast, where they may quietly discharge their cargoes; and, at the same time, be ready to start immediately, in case any hostile movement should be directed against them. Such a place is Lintin. It is merely a roadstead, where the ships anchor, and are protected by the peak of Lintin from the violence of the north-east monsoon. When there is an appearance of threatening weather, or any great repairs are required, they run over to the opposite shore, and enter the haven of Cum-sing-moon. This place is looked upon as good winter quarters when the typhoons prevail, and which would, almost literally, blow them out of the water if they were exposed to them on the open sea. You are very much surprised, however, at first, upon asking where

such a vessel is, to be told that "she is in the *moon*," which is the abbreviation generally adopted by natives and foreigners.

The monopoly of the opium trade was nearly the only thing reserved by the East India Company, when every thing else was thrown open to the public. The cultivation of the poppy is confined to certain districts in the provinces of Bahar and Benares, and an inferior article is also manufactured at Malwah. At stated intervals, the Company's Godowns are thrown open in Bombay and Calcutta, and sales of immense quantities of this valuable drug take place. All the speculative people in India look upon these times with interest, and there are few, who have any enterprise, who have not at one time or other made purchases. The opium is put up in chests, containing two maunds of sixty-seven pounds each, and each lot for the auction consists of a certain number of these boxes. There is some difference in the quality of each chest, according to the sample, the place whence it was procured, and its age; so that it ranges in value, from 1200 to 1500 rupees, according to the variation of the market.

When the sales are concluded, the opium is shipped on board a class of vessels, expressly built for the purpose of transporting it to China, called clippers. A few chests are, occasionally, sent by the Indiamen, who do not charge so high a freight, but this is considered a very inferior mode of conveyance. About a thousand chests of Turkey opium are also consumed yearly by the Chinese. The depot for this article is at Smyrna, whence it is transported, for the most part in American vessels, to Lintin. The opium-clippers are, in general, about 300 tons burden, barque-rigged, and fitted up in the first style. They are often perfect models of naval architecture, are manned with lascars, and are reputed to sail like the wind. The most elegant and appropriate names are sometimes applied to these beautiful vessels: thus there is the Sylph, the Water Witch, and the Red Rover. There are one or two names, which to our ears do not appear, however, very euphonious, for we cannot much admire the taste of that Parsee, who has called the finest of them all "The Cowasjee Family." On account of the valuable charge committed to their care, and the great danger they are obliged to brave,

the captain and officers are extremely well remunerated, and are soon able to retire with a handsome competence.

Having all the cargo on board, they make the best of their way to China, often unmindful of the time of the year, or the state of the weather. Obliged to crack on, as it is called, or bear a great press of canvass, they are in continual danger of losing their masts, or of running, during the night, upon some of those reefs which so often stretch out from the land in the Straits. After running up the China seas, occasionally against the monsoon, they take up their station at Lintin, and discharge their valuable load.

Constantly moored in the roadstead, are armed vessels, which were formerly employed in the same manner, but which are now kept as receiving-ships for the others. The opium is transshipped from the clippers into the Jane, the Agnes, or the Bombay, according to the house to which it is consigned, and is then sent up the country, in the night-time, by native boats, called, from the number of their oars, *centipedes*. These many-footed smugglers, have to creep and steal through the narrow channels, between the forts, and fight their way if op-

posed by the mandarin-boats, which are lurking in every corner. Desperate affrays sometimes take place between them, but, in general, they go in a body of twenty or thirty, and brave all opposition.

By the time the opium season is over, there is generally collected together at Lintin a little fleet of clippers. Having discharged their cargoes, they wait until they are all ready, and then start homewards in a body, with the north-east monsoon in their favour. The chief mandarins, who well know the time at which they usually depart, take advantage of it to impress the minds of the natives with a high sense of their power and authority over every other nation on the face of the globe. For this purpose, an order comes down at the time from Pekin, for the Admiral of his Celestial Majesty's fleet to put to sea, and drive these troublesome Fan-quis from the coast.

Accordingly, as soon as the clippers have got under way, twenty or thirty Chinese men-of-war junks are seen creeping slowly out from Chuen-pee and other places in shore, and making towards them. Those on board the European vessels understand this movement well enough, and get the sail on the ships as

quickly as they can, and manage matters so as to appear much frightened. The lumbering junks, some of them more than 600 tons burden, follow them as far as the Ladrones, but never close enough to be within reach of a cannon-ball, and if, for the sake of the joke, one of the clippers heaves to, in order to allow them to come up, they never accept the invitation, but keep at a respectful distance. After they have seen them fairly away, and almost out of sight, they then begin their warlike manœuvres, and keep up the cannonade until the report of their guns can be no longer heard. In a few days after this farce has been performed, a proclamation is issued to the whole nation, stating that "His Celestial Majesty's Imperial fleet, after a *desperate conflict*, has made the Fan-quis run before it, and given them such a drubbing, that they will never dare to show themselves on the coast again."

The Peak of Lintin is a high mountain, which rises in the centre of the island, and forms an excellent landmark. Parties of officers from the ships walk over it now and then, for the purpose of shooting paddy-birds; but it would be very unsafe for a person to go alone, as he would be almost certain of being robbed and bam-

booed by the natives. A few houses are built on the shore, at the foot of the Peak and opposite to the roadstead, and, as the families of the commanders of the receiving-ships live on board, the ladies go ashore in fine weather, and walk along the beach for exercise. The only inconvenience attending this practice is, that rough weather sometimes comes on whilst they are thus taking their pleasure, and they have the agreeable alternative of wading through the surf to get into their boats, or of remaining all night ashore among their pig-tailed neighbours.

Two or three Chinese men-of-war are always anchored under the high land, while others sail about in the offing. As the people who command them are very fond of gunpowder, and no doubt get it very cheap, they are continually showing their activity, by firing off their guns, sometimes to salute the admiral, sometimes to indicate the hour of the day or night, and sometimes with no other apparent purpose than to make a noise. They are placed on this station for the purpose of overawing the intruders, and also to watch and report their movements to the authorities, the latter part of which commission they perform with great fidelity.

After passing the "Moon," the ship is slowly

conducted by the pilot among the intricacies at the mouth of the river. The country is here very flat, with mud-banks extending in long spikes far into the water, but the chief difficulty of the navigation consists in avoiding the fishing-stakes which run out in rows, often more than half across the channel. This is a practice which is allowed almost as high up as Canton, and renders the river unsafe to small boats, especially during the night. Before you arrive at the Bocca, the whole expanse around seems dotted with the black tops of these piles, sometimes level with the surface of the water, and at other times high above it, with strong ropes and nets extended between them. Many small boats with the families of the fishermen, are paddled about amongst them, and craft of every variety pass up and down.

The pilot all this while paces the deck, giving his orders, and never relaxing the extreme gravity of his countenance. The small Macao cheroot, which he smokes continually, is taken out of his mouth for a moment, to inquire the height of the "*plum-letter*" or barometer; or to give the order to "makee mizee-topsail ittee sick—makee die," when he wishes to retard the progress of the vessel by shivering or backing

that sail. After a few hours, you come in sight of the mouth of the river.

The Bocca Tigris is about two miles across. It forms, as you come up towards it, the centre of a very pretty landscape. The small division of the land, with numerous ships and small craft passing in and out of it, and showing in the extreme distance the gray trace of the second-bar Pagoda, is the entrance to the river Tigris, defended on either side by powerful batteries. That on the right, called Annahoy or Woman's-shoe, is semicircular, with a large wall extending high up the hill behind it. Continuing to look to the right, the land extends for some distance broken into small hills, well clothed with vegetation, presenting in almost every pretty nook, the tomb of a departed Chinese, and is terminated by Anson's bay and the high projection of Chuen-pee. Over the island-fort, on the left of the river, may be seen a very high and barren hill, split into two parts at the top, and tinted very beautifully by the ochreous nature of the soil. This is Tiger island. The land on the left of it is seen for some distance, with the hill called Ty-cock-tow, and another fort at the edge of the water.

The bay on the right behind Chuen-pee forms

a very excellent harbour for shipping. It is now, as it were, the Chatham for the Chinese men-of-war, and was formerly entered by Lord Anson during the course of his voyage round the world.

Sufficient time is allowed you to have a good view of the place, as the ship is obliged to anchor whilst the pilot goes ashore to show the chop, and to get another from the mandarin of the forts, to allow the ship to enter the river. If you were to neglect these ceremonials, the guns would be fired at the ship as soon as she attempted to pass, what may very properly be considered the Key of China.

This is the place where the famous battle of the Bogue was fought, when the Andromache and Imogen forced the passage. Captain Maxwell, also, in the Alceste, passed this barrier in the year 1816, and silenced the guns of Annahoy.* These actions are very properly numbered amongst the boldest deeds of naval enterprise; but a great deal of the success must be

* The first encounter of the British with the Chinese took place in 1637, when Captain Weddell stormed their batteries, and afterwards dismounted them. This action, being the first which took place, would seem more properly to deserve the title of the Battle of the Bogue.

attributed to the peculiar circumstances of the case, as it would have been utter madness to have attempted the same thing with any nation of Europe.

The batteries are very extensive and numerous, for besides those which have been mentioned, there are others at Chuen-pee, and one called the Tiger-head-fort within the Bogue. They are well situated, and the metal is very heavy, so that at first sight the engineer would pronounce them impassable. But there is one thing very essential, which the Chinese frequently neglect altogether. Instead of having the great heavy guns mounted upon carriages, which is the universal practice in other parts of the world, they have them fixed in the stone sockets of the ramparts, so as to be altogether immoveable. It is, therefore, impossible to point them towards an enemy, or take a true aim, but they must be fired all together, hit or miss, or one at a time, of those which are nearest to the mark. If we suppose these unwieldy cannon under the management of people who have seldom had occasion to use them, and who are totally unaccustomed to fighting in any shape whatever, it is no wonder that they should have proved ineffectual, to stop the progress of those who have

always maintained themselves masters of the sea.—The same way of mounting cannon was resorted to, when the Chinese wished to make a great show of military preparation, in order to intimidate those who went along the coast to the northward in the Amherst and Sylph. Besides fixing several cannon, immoveable in the soil, they erected a number of earth banks, and whitewashed them, in order to give them the appearance of soldiers' tents. It need hardly be mentioned that the telescopes of the foreigners were all the spies that were requisite to make them aware of the importance of these manœuvres. Each of the forts at the Bogue has a high wall, extending in a semicircle behind it up the hill. This is, no doubt, intended for the purpose of preventing the place being taken by assault in the rear, by a party landing at a little distance from the fortifications, but considering the present unwarlike disposition of the Chinese, they seem much more fitted for the purpose of preventing the soldiers running away from their guns.

When the pilot has returned from his short trip to the shore, the ship is got under way, and, if the wind is light, she floats in by the assistance of the tide, and of her boats, which are

sent out to keep her head the right way. Sometimes, the progress of the vessel among the intricate channels is facilitated by bar-boats, which are manned by natives and have many oars. They are named from their usual places of employment, which are shallow parts of the river, only to be passed at high water, by ships of a heavy tonnage.

In passing the Bogue, often within two hundred yards of the batteries, so as to be able to see, as you imagine, down to the very bottom of the cannon, you cannot but be impressed with a great idea of the strength of the position, and to wonder why this eccentric people have taken such immense pains to fortify one small spot, when they have left the whole extent of the coast, both to the north and south of it, altogether unprotected. If it be to prevent invasion of the country by foreigners, it cannot fulfil its intention, as some other equally eligible spot might be chosen where they might land without suffering the least molestation. But the object is to protect the city of Canton.

Before the Portuguese settled at Macao, the whole bay of Canton, with the adjoining coasts and Ladrone islands, were in the possession of pirates, who congregated in such immense numbers,

and had so large a flotilla, that no power which the Chinese were able to send forth, had any effect in suppressing them. Thus the robbers were able, at their pleasure, to seize upon the unprotected junks, which were making their way to port with their rich cargoes from Japan, and the islands to the southward. When the pirates found that they could do these things with impunity, they went still further, and often landed on the coast to plunder small towns and villages which were situated near it; but most frequently they preferred keeping to the water, and ran their vessels up the river, almost to the gates of Canton.

The Portuguese, with the assistance of the local authorities, completely cleared the neighbourhood of these audacious intruders, stormed the hornets' nests, and drove them out to sea to seek adventure elsewhere. To prevent the recurrence of the unpleasant situation in which they had been placed by the rovers, the Forts were built at the mouth of the river, no doubt by the advice and with the assistance of the Portuguese, who must have been restrained, however, in their operations by the oldfashioned opinions and prejudices of their Celestial employers.

Having allowed the Portuguese to take possession of the peninsula of Macao, as the reward of their services, and observing the importance which they attached to the privilege, they very quickly began to entertain suspicions of their ulterior objects. As suspicion and prejudice appear to form the prevailing national character of the Chinese, they very quickly showed these amiable qualities towards those to whom they had been so lately indebted. As they could not find a plausible pretext for turning them out of that scrap of their immense empire, which they had allowed them to occupy, they did every thing in their power to prevent them having any more. The batteries were increased in number, and the greatest possible advantage was taken of the lesson in tactics which they had received. These jealous feelings were directed more particularly against the foreigners of Macao, as they had established a footing in the country, and thus the Portuguese may truly be said, if they assisted to build the forts at the Bocca Tigris, to have "made a rod for their own backs."

In the native chronicles, the arrival of the Portuguese in China is thus described:—"The Gaou-moon or Macao foreigners, a tribe from

the Western Ocean, began to come from the 30th year of Kea-tsing. In the 32d year of Kea-tsing, (people in) foreign vessels came to Macao, and affirmed that having encountered a gale of wind, the ships were leaky, and the articles of tribute had become wet and damp: it was desired that Macao, on the sea-coast, might be allowed them to dry their goods. Wang-pih, the (Chinese) officer on the coast, permitted it. At that time, they erected merely a few mat sheds, but afterwards, trading people desirous of gain, caused to be brought thither bricks, tiles, wood, and stone, of which they made houses. The Franks (a general term for Europeans) thus obtained a clandestine entrance. European foreigners obtaining a residence in Macao, originated with Wang-pih."

In addition to these preparations at the mouth of the river, the local authorities in 1573 determined to cut off all means of communication between the town of Macao and the adjacent island. They, therefore, built a barrier wall across the little isthmus, called the "stalk of the water-lily," which connects Heang-shan and the tiny peninsula, and have ever since kept it strictly guarded, so as to render it impracticable to pass from one to the other. The inhabitants are,

moreover, watched very closely by the mandarins of the place, and cannot build a church or a house without asking permission. The sovereignty of the Portuguese over the town of Macao is, therefore, of little avail, as besides being subjected to duties on the shipping and trade by the native government, they have to pay a ground-rent yearly, of 500 taels, for their insecure habitation.

Immediately after passing the Bogue, the tall, bare hill, called Tiger island, lies on the left, and as you come within its shadow it has a very imposing, stern appearance, with the Tiger-head fort, projecting towards you at its base. The river winds round it, gradually increasing in width, and is thickly studded with the same kind of fishing-stakes mentioned before.

Proceeding a few miles, and emerging from between the high lands, which have thus far bounded the prospect, and which run down nearly to the water's edge, you have a very extensive view, for the first time, of Chinese scenery. What a different appearance it has to what you had imagined! The idea which is conveyed to you by seeing those pictures which in England are said to represent Chinese scenery, and the like of which are painted by

the natives on their porcelain, would make you imagine that the whole country was laid out as a parterre, with gravel walks and grottos; that you could not move one step without danger of running against a crockery-ware pagoda, or into a canal, filled with gold and silver fish. You might, however, avoid the latter accident if you turned out of your path a few yards, to take advantage of one of those complicated bridges, which stare you in the face by dozens. In these pictures, every thing tells of gold and sunshine, and all their geese are represented as swans.

The truth is, the Chinese rarely draw from nature, but their landscapes are entirely imaginary; made up of things not such as they are, but such as they would wish them to be. The taste of this one-eyed people is shown in their drawings, which consist of a compound mixture of those objects which they consider most beautiful, and collected from distant sources. Even in the sketches taken by different people of His Celestial Majesty's residences, where we may suppose the utmost pains to have been taken to gratify the eye, no such exuberance of ornament is to be seen. When the real business of life is to be transacted, mankind, it is well known, act upon the same principles: and,

however amusing these fanciful notions may be for a short time, they soon give way to those which are of essential importance.

If there is any peculiarity in the appearance of the country, it is owing to its position on the face of the globe making a difference in the climate, and thus influencing the kind and variety of the vegetable productions. It may be altered, also, on the surface, in a slight degree, by the singular manner of cultivating it by the inhabitants; by their cutting it in various parts into lengthened canals; or by forming shelves on those parts of the hills, which from their steepness would otherwise be useless; but the general face of the earth will always be the same, and the works of man appear but mere dust upon the surface.

The river Tigris is a fine clear stream, about as broad as the Thames at Westminster. In some places, indeed, it is much wider, as it spreads out where the banks are low, and occasionally overflows the surrounding country. At the distance of two or three miles from, and running almost parallel with it, are long ranges of broken and irregular hills, over the tops of which and in the interstices, are seen flats of green and fruitful land, raised above the general

level, intermixed with mountains, some of which are of considerable altitude. These high lands are, in general, steril, and appear beautifully variegated in colour. Between them and the river, the whole extent is one continuous plain, almost on a level with the water, and divided into many small islands by tributary streams from the hills, and arms from the Tigris.

These flats are very often complete swamps, and universally laid out as paddy-grounds. When the rice is in the blade, the whole extent around appears like a large green meadow, very similar to the Prairies of America, and only patched here and there with spots of brushwood, without a single large tree for miles in any direction. Pagodas, of a very handsome construction, are seen upon every remarkable eminence, while small country edifices of a similar nature, but much more humble in their pretensions, are interspersed over the lowlands, at the distance of two or three miles from each other.

Small villages, with one of the country pagodas at one end of them, are occasionally seen upon a bank, with a portion of greensward sloping down in front of them, resembling a lawn. Under these circumstances, you would have some difficulty in distinguishing them at a

distance, from rural retreats in our own country. As you look around you often notice something moving above the paddy, and you feel some little curiosity to know what strange animal it represents; but, after a while, you see it emerge from one of the little creeks, and ascertain that it is the top of the mat-sail belonging to a small boat, which has been wandering far away inland.

This is the general appearance of the shore, as you proceed, but it is now and then varied. On the right-hand side of the river, the above may be considered the general view all the way from the Bocca to Whampoa, a distance of about sixty miles. On the left, large tracts of paddy country extend, especially toward the lower part of the river, as far as the eye can reach. Higher up, you have plantations interspersed, situated chiefly on the banks of the water, and a few clumps of trees on little eminences a mile or two from the shore.

The plot of life thickens the further you proceed. The meager, squalid families of the fishermen give place to the cultivators of the soil, who appear much more robust and healthy. Large duck-boats line the banks of the river, and their feathered inhabitants are seen wandering

among the surrounding paddy, watched and protected by their solemn masters. Males and females of the lower orders ramble up and down in the mud with their trousers tucked up above the knees. As they stalk along in this manner, thrusting the leg up to the part where it is covered, into the mud, and every now and then drawing it out and putting the hand to the foot, you are at a loss to imagine what they are about. They are searching for prawns and shrimps, and other small fish, and, when they have discovered them, they seize them under the mud, between the great toe and the one next to it, and then bring them to the surface, when they are deposited in a small bag which is carried at the waist. This is one of the many instances where the foot is used with the same dexterity, and answers all the purposes of a third hand.

Boats are paddled about in all directions by men employed in catching wild geese, while large junks and river craft traverse up and down, and are of every variety of colour and employment. Mixed with this motley crowd, is seen the majestic Indiaman, with the British Ensign floating proudly from the peak, slowly moving under a tower of canvass, and perhaps exchanging signals

with a Spaniard, a Dutchman, or an American, the upper part of which is seen over a spit of land in the reach beyond.

Midway between Whampoa and the Bogue, is situated the Second-bar Pagoda. It is a very handsome edifice built on an eminence on the left-hand side of the river, and is placed as a landmark to indicate a dangerous part of the channel. This is a shallow place, called a bar, which can only be passed by the largest ships at certain times of the year, and then only at high water. On this account, the 1400 ton vessels frequently remain below it, and have their cargoes sent down to them by native boats, called chops.

In this neighbourhood, the left bank appears more raised, and is of a rocky nature. Near the shore are the remains of stone quarries, appearing not to have been lately worked, and from which it is most likely the granite and sandstone has been procured, with which the tombs on French and Danes Islands have been built.

Great numbers of the bar-boats are stationed in this part of the river, to tow the vessels over the shallow water, when the wind falls away, and there is a danger of their being left aground

by the receding tide. Eight or ten of these boats, with their mat-sails hoisted, and with each of them six oars hard at work, are able to drag a large ship slowly through the water, and look somewhat like the same number of the boats of Greenland fishermen, walking away with a dead whale.

After passing Second-bar, the Tigris winds and curves about in a beautiful manner, through a low marshy country, so very flat and level that very soon afterwards you are able to see over five or six different reaches, or projections of the shore, the upper masts and rigging of the ships lying at Whampoa, a distance of some miles. As you gradually approach them, they become more and more apparent, until you are able, by the assisttance of the glass, to read the names on their sterns. Then the colours of Old England are hoisted at the peak, and beneath it a long line of variegated flags, which point out the number of your vessel. If there is a band on board, the musical instruments are put in requisition, and one of the favourite national airs is struck up, while every one on board prepares himself with pleasure, to distinguish

among the fleet, some one individual vessel in which he takes an interest, or to return the cheerful greeting of a friend or former messmate.

CHAPTER IV.

Whampoa village and island—First-bar—View of the fleet in Whampoa Reach—Importance of the trade—Wash-boats—Chinese girls—Departure of inside pilot—Collection of small stores—Port customs—Security system — Compradores — Olo Acow San-pan-Sam — Modes of cheating in former times — Hoppo-Jack — Preventive service—Polite dialogue—Supply of meat — Preparations for unloading — The linguist — The clerks' boats — The pursers — Their apparatus—The chops or cargo-boats—Unloading.

WHAMPOA is a small village situated on an island of the same name, somewhat similar to our Isle of Dogs in the middle of the river Thames. This is, however, more properly speaking, a piece of land, cut off from the surrounding parts by the union of three different streams. It is a wretched, straggling place, and does not even derive importance from its vicinity to so numerous and rich an assemblage of vessels

from the most powerful nations on the face of the globe. The fleet is not moored opposite to it, but at a little distance lower down the river, so that it is only to be seen by those on board the Americans, which are placed at the very top of the reach.

Ships are said, therefore, to be lying at Whampoa, when they are moored in a part of the river near to it, for although there are two other villages much closer to the shipping, yet on account of Whampoa being the largest, the whole neighbourhood goes by its name. It appears singular, notwithstanding, that a place of such insignificance should be so frequently in people's mouths, as if it were one of the finest places in China. Ships are advertised for Whampoa, and "to proceed to Whampoa," when, perhaps, those on board may never see Whampoa when they get there. No business whatever is transacted there, and it is merely the residence of a few compradores, and the whole tribe of inferior domestics, who are appointed to attend to the wants of the visitors.

In the approach towards this resting-place, where you generally remain three or four months before the teas come down, the First-bar is passed. This is another spot where there is

but a small depth of water at ebb-tide, but it is not considered so dangerous as that lower down. As you get over this difficulty, you obtain a full view of the shipping and the place where they are lying at anchor.

Here, congregated together, and collected from different nations many thousand miles asunder, is to be seen a fleet of from fifty to sixty sail of the finest vessels, which, with the exception of those of the Navy, are ever sent upon the ocean. As the Reach winds round Danes Island in a gentle curve, you have a view of a whole semicircle of shipping, drawn up and moored as if in the order of battle, waiting for the attack of an enemy. In the foreground at the bottom of the Reach, you have the largest ships end on towards you; beyond them others with their double or single sides more and more exposed, while in the distance, extending to the left, there appears a large forest of masts and rigging, the tops of which are to be seen over the high land, when the hulls of the vessels are still hidden. The single and double sterns of the ships, painted in various styles, according to the individual or national taste, disclose the names of many a well-known merchantman; while, fluttering above

them in the breeze, and giving life and spirit to the whole, are seen the national ensigns, dyed with a variety of brilliant colours. The scarlet flag of Great Britain, waving from some of the largest ships, is seen in juxtaposition with the yellow emblem of Spain, and the tri-colour of the French and the Dutchman. That red flag with swallow tails belongs to a Dane, while the starred and streaked ensign of the vessel running up in shore, distinguishes the American on his way to join his fellow-countrymen. Large cargo-boats and junks, some of them highly adorned, are seen winding their way with great skill between the Indiamen, while the whole surface of the water appears covered with an infinity of smallcraft, paddling about in every direction.

Such a sight as this, when arriving at another centre of the circulation of human life, and life of a new and distinct character, must strike the mind of the new-comer with astonishment and pleasure. Here is seen the singular instance of people from every corner of the globe, whose feelings and tastes differ from each other, and which would in other circumstances serve to keep them separate, united together in a kind of brotherhood, by being surrounded by a race

of men who refuse any kind of association. When in the midst of the Chinese, a Fan-qui is glad to be by the side of a Fan-qui, although at other times they may be thought Fan-quis to each other. Commerce herself must rejoice to see so many of her votaries collected together, and must feel proud of their station and importance, and that it is through her means that nations are enabled to send so large a fleet yearly to China, and to return almost wholly laden with one single article of luxury.

As the ship enters Whampoa Reach, to take up her station with the others in the first convenient vacant space, the anchor is got ready, and the sails not in use, are unbent. Slowly she proceeds, and at last, when near the place which has been chosen for her, the topsails are lowered and clewed up, and the order "Let go the anchor" is pronounced.

Before this time, however, the vessel is surrounded by a host of wash-boats, which at first come alongside, but as they are driven off, catch hold of whatever they can and then hang on astern. By the time she is at her station, she is dragging six or eight of these attachés along after her, one fastening and holding on to the other like a cluster of bees, and it must be a

very illnatured person indeed who would oblige them to let go their hold.

These boats form a highly distinguishing feature of the place, and as they are in great numbers, perhaps a short description of them may not be uninteresting. It may be as well, however, to premise, that every thing which takes place at Whampoa, even to the dropping of a chopstick, is impressed upon the minds of those who go there by the frequent repetition of the same, and the absence of many great events; and it is from the description of minutiæ, that any hope can be entertained of giving an idea of the whole.

The wash-boats are about twenty feet long, and of a proportionable breadth, and appear, like the present fashion of our shoes to be cropped at the ends. The whole of the inside is covered over with boards, so that this decking is within a few inches of the gunwale. Some of the planks are made to be removed at pleasure, and thus there are very extensive cupboards between them and the flat bottom of the boats. Pieces of wood are then fastened in an upright direction round the edge of the boat, which support the covering or house. This is made of a very coarse kind of matting, formed

of thin pieces of bamboo woven together and fastened into a semicircular form by ribs of stiffer portions of the same material. Two or three of these tiles are placed upon the tops of the uprights, and as one portion overlaps the other, the whole forms a very good protection from the heat of the sun. In the winter, or during rainy weather, pieces of rough cloth are hung round the sides of this domicile, and always during the night when the inhabitants wish to be private, the open end of the house in front is closed with a piece of matting. One oar at the side, and another astern which is managed by sculling, serve to put the whole affair into tolerably quick motion. The only furniture to be seen within is a square of matting and a wooden pillow for each inmate.

This desirable mansion, "surrounded with every convenience of wood and water," as the auctioneers would say, is occupied by three or four Chinese girls, who perhaps, hardly ever stir out of it the whole year round unless to attend the ghos-house. The meanest beggar in England would shrink from being confined to such a place, yet these girls seem not only content but even cheerful and happy. Their red goodnatured faces are to be seen peeping

out of the matting, and always with a smile or a laugh at your service. These girls are rather under the usual size, healthy, active, and robust. The tunic and trousers of blue nankeen are made large, and while occupied in their daily labour are tucked up, disclosing limbs such as Rubens has so often portrayed. The way of plaiting the hair down the back and intertwining it with a scarlet string is the same as with all the lower orders of unmarried females, and is not at all unbecoming. A stranger finds a great deal of difficulty, at first sight, in distinguishing a male from a female as he passes up the river. The only characteristic is to be seen in the appearance of the head, the hair of which in the male is always shaved off in front, whilst in the female it is allowed to remain as nature has designed it. Small plain rings are placed in the ear; the face is full and oval and with only a slight, sometimes not apparent, tightness of the semilunar arch of the eyelid, and rows of regular beautiful teeth. In general no cap is worn on the head, but when they are obliged to work in the burning sun, they have on those large umbrella hats which always serve to distinguish a Chinese at a distance, and which frequently hide the whole of the body from

sight. The feet are always without shoes, and are of the usual size of those of other women, as it is only the higher orders who can afford to have the accomplishment of little feet, which are considered the main point of beauty in this primitive country and called "golden lilies." On the whole, the wash-girls may be considered good-looking, some of them indeed, very pretty, and together with their goodnatured laughing countenances, and remarkably musical voices, give you a favourable opinion of their sex in this country.

These women get their living by washing the clothes of the sailors and petty officers, and to prevent any suspicion of their making away with them, they keep their boats behind the ship until they are returned. They likewise will do any needlework for the officers, such as hemming pocket-handkerchiefs or fastening buttons etc. on shirts, and are so very honest that when a ship has gone away suddenly, whilst they had any of these things in their possession, they have been known to keep them until the owner returned, after an absence of two years, and to give them back to him. Thus, although their character in some points will not bear too severe an examination, they are in

a certain degree, respected, and are in general on very good terms with their employers.

As it depends entirely upon the option of the chief-mate to allow wash-girls to come on board to solicit employment, they climb up and stand upon the gangway, or often bawl out from their boats and try to gain his goodwill by every means in their power. Thus, when the ship is towing them after her, when she is near her anchorage, one of them will call out and claim his acquaintance by pretending to remember seeing him before; "Ah, you missee chiefee matee, how you dooa? I saavez you long tim, when you catchee Whampo last tim. How misse captinee? I saavez he werry wen. You saavez my? I makee mendee, all same you shirtee last tim."

Thus the vessel proceeds, and having anchored in the stream, the pilot has done his duty and therefore prepares to depart. The sails are then unbent, the running rigging unrove, and every thing made snug and comfortable. When the tide turns, the ship is moored, and then gradually stripped of her upper standing gear, and the topgallant and sometimes the top-masts lowered, when she is in a fit state for unloading. If this precaution were neglected

she would become more and more topheavy as the cargo was taken out of her, and the first puff of wind might upset her. As it may be said of the same class of people in other countries, the Chinese pilots sink their dignity in a wonderful manner just before quitting their charge. However reserved and silent they may have appeared before, they now are talkative enough, and try all the modes of pleasing in their power for their own advantage. This is shown in the collection of small stores. Besides their fee, which is paid to them by the agents, they generally expect some trifle from the captain in the way of cumshaw. A piece or two of salt beef and a bottle of rum constitute the usual donation, after receiving which they go begging different articles from the officers; a piece of rope or matting from the chief-mate, plaster and oil of peppermint from the doctor, and whatever they can catch from the sail-maker, or boatswain. They at last attack the cuddy-servants, and generally manage to obtain something or other. The wine-glasses in particular they take a great fancy to, and it requires a little watchfulness to prevent them walking away with those which are within their reach. By this time, the Compradore is on board, and

Jack Hoppo has fastened his boat by a small chain to the stern, and thus hangs on and swings with the ship when the tide changes.

As in every other port where a ship takes up a station, certain customs or dues are expected to be paid when she leaves, to the resident authorities, for having had the privilege of trading in the place, and to support whatever establishment is required to render the ingress and residence there safe and commodious. These port-customs are generally levied and must be paid before the vessel is allowed to leave the place, and whatever expenses she has incurred, must be settled before she can be cleared. This process of clearing takes place in most European harbours, and answers very well when the officers of government are able to enforce obedience to the laws. In China, however, they do not appear to be so certain of doing this, and therefore, to make sure of losing nothing by the Fan-quis, the government insists upon some security being given to it, that every thing shall be settled in a proper manner. When a ship is expected, the agent at Canton has to make an agreement with one of the Hong or Security Merchants to be bail for her. If in the end, the port customs are not paid, or any thing

irregular takes place on board an Indiaman, the Hong Merchants are called upon for their security, and if not paid immediately they are put into prison, and squeezed out of a much larger sum of money.

When every thing has been arranged, and the government suffers the ship to proceed up the river, a chop or pass is made out to allow her to enter the Bogue. A pilot is appointed to take her up to Whampoa, and a compradore and linguist to procure whatever she requires whilst lying there. In other countries, the purser of the ship or the agent on shore is able to make an arrangement with the native butchers and bakers for the supply of the ship; but in China, on account of the particular restriction to which foreigners are subjected, you would find a difficulty in procuring even a potato, unless with the sanction of the authorities. The Company's ships were troubled very much in former times in this manner, when they had any squabble with the mandarins. The first thing that was done by the Chinese was to take the compradores from them, as they very wisely, perhaps, concluded, that the best way to bring them to reason was to stop the supply of provisions; and this agreed very well

with their notions of government, which they consider should be like that of a father over his children.

The duty of the compradore is to supply the ship with every thing she requires for immediate consumption. After a long and tedious voyage of four or five months, during which time the common sailors have eaten no other than salt meat, Jack looks forward with no small pleasure, to the time when the fresh meat is to come on board, and he shall again be able to regale himself with the beef and plum-pudding of Old England. As the compradore, therefore, comes up the ship's side, he is received with pleasure as the bearer of good tidings. He generally goes some way down the river to meet the vessel, in order to make sure of being appointed to her, as that depends upon favour.

There are a certain number only of Chinese who are allowed by the goverment to act in the capacity of compradores, for which privilege they pay a portion of the profits to the Viceroy of Canton. Every article which is supplied to the ship is paid for at the market price, and thus a considerable profit accrues to them, as they are able to furnish it at a much

cheaper rate from their own stock. Thus, those who have the monopoly soon become wealthy, and are looked upon as inferior only to the Hong merchants.'

Olo Acow is at the head of this small body of dealers, and is a great favourite with the captains on account of his information and pleasant manners. As the old man comes upon deck, with the hair of his head and mustaches grizzled with age, and his tall form bent down with the weight of years, it is a pleasant thing to see his trembling hand seized with a degree of transport as that of an old friend, by those who have not seen him perhaps for twenty years before. His benign and placid countenance, which seems to be the index of a quiet, inoffensive life, brightens with pleasure as he recognises among those who are gathered round him some one whom he has seen before, and as he receives their hearty gratulations.

Every one who has been at Whampoa of late years, remembers Acow. He appears to remember every one; so that it is a long time before he is able to answer the many questions which are asked him by the impatient bystanders. After a while, when he has been prevailed

upon to take his glass of wine, he begins to recount circumstances which occurred long and long ago, and his gray eye sparkles with joy when things in which he was concerned are brought back to his recollection. In what part of the world may you not find worthy and intelligent men in every station of life, with whom you have had converse, and whom you would not be glad to meet with after years of absence, and to extend to them the hand of esteem and friendship? I know none. The heart warms as much towards an Indian or a Chinese, when you know them, as towards an Englishman.

As each of the compradores has a number of ships under his care, he is obliged to go about every now and then, to see that all is going on properly, and to leave a substitute on board each vessel to manage in his absence. These men, some of them grown gray in the service, come on board every morning in a small boat called a san-pan, managed by two natives, and, after staying on board all day, return by the same conveyance to Whampoa in the evening. They walk the decks or loiter about, and receive all the orders for ships' provisions,—the cuddy-mess, the washing, and any trifle

which may be required by any one on board, and never fail to have them in progress by the time they return again.

The man who has the charge of the boat, is called San-pan-Sam, and is, in general, a very shrewd and intelligent fellow. He chiefly transacts business with the common sailors, and, as he is almost always goodnatured, he is a great favourite with them. In no place on the face of the earth are your wants, if reasonable, supplied with greater regularity and despatch than they are by the Chinese compradores, and yet without any great attempt at imposition. The bills are all taxed before they are paid, and the only reward which they expect for their attention is a small present or cumshaw at parting.

There have been very different opinions, however, as to the honesty of the compradores, with the rest of the Chinese tradesmen. Perhaps there may be a great improvement in this particular of late years, as such attempts at imposition have not been discovered lately as are well known to have taken place in times gone by. When Lord Anson visited China, the compradores endeavoured to cheat those on board his ships in a shameful manner. Every thing is sold by weight in these

parts. Live ducks and pigs were therefore taken on board, and subjected to the balance. In order to render the dead ones more weighty, it was discovered that the Chinese had stuffed or crammed the ducks with pebbles up to the throat, and filled the pigs with water, which ran out from them in streams when they were held up by the legs. Many other plans of deception have been practised since that time: such as altering the length of the weighing beam, &c.; but whether they find that they cannot cheat with impunity, or that they have not the same inclination for the practice, they are now considered in general very honest and well-meaning men.

Another gentleman whom you are always sure of finding somewhere about the ship or within call, is Jack Hoppo. This worthy is the owner of the boat always hanging on astern, containing that very important personage you see looking out of the windows of it, who holds a rank in his Celestial Majesty's preventive service. The Hoppo is the custom-house officer, whose duty it is to see that no smuggling takes place within his beat. Opium might be brought up here secretly, and sold to the natives; and a greater quantity of silk might be shipped on board

than the regulations allow. But there appears to be some little defect in the management of these officers by their superiors, as the Hoppo is generally privy to these transactions, and is in fact, the best person to effect the business. The great man himself sits all day in the parlour of the boat, and seems to have nothing to do but to smoke his pipe and talk to his friends, while he sends his boatkeeper, Jack, on board, to see that his interest is not neglected. The office seems to be a complete sinecure.

Jack Hoppo is, generally, a very acute fellow, and has his whole establishment of wife and children living with him in the boat; and although the head man himself occupies the best apartments, yet he and his family dwell in the upper story, over him, and therefore Jack may be said to be superior to his master. You meet this tall grave man, with his Macoa cheroot in his mouth in every corner of the ship, and always ready for "pidgeon." He knows every thing that is going forward, and is the agent through whose means every bit of wickedness is transacted.

The following morsel of polite conversation took place one day between Jack Hoppo and one of the petty officers, to whom he considered

himself indebted, and wanted to be quit of the obligation. "In England so, you catchee wifo, can?" "Yes, I've got a wife, what of that?" "You catchee chilo, can?" "One child, Jack, well?" "Bull chilo, cow chilo?" "Yes, I've one little girl, why do you ask?" "Ah, yah! can do!" replied Jack Hoppo, with great exultation. "You catchee cow chilo! I catchee flowero, all same put round head cow chilo." Accordingly the next day, the sailor received a present of a small box of artificial flowers, to be put round the head of his little girl when he returned to England.

Having then the Compradore and Hoppo on board, the domestic establishment is complete. Huge sides of beef are hung up on the main-stay to keep them sweet, and are let down occasionally, to return shorn of their fairest proportions. The Tar looks with a smile of satisfaction, at the prospect of good cheer, and seems to consider himself in the land of the living. No mutton is to be procured in China. A few sheep are occasionally brought round hither from Bengal, which fetch a very high price, but as they are not bred in the place, no supply for the ships can be expected. The beef is that of the buffalo, and very lean and

tough, and of course very inferior. If you complain of its being bad to the compradore, it depends entirely on his humour, to bring you better the next time, or to tell you very coolly, that you had better eat it as you will get no other. It would not do for a butcher or greengrocer to say this to his customer in England, but in China the difficulty of obtaining redress for grievances is so great, that you are entirely at the mercy of those whom you employ. When you have once chosen your compradore, you cannot change him; you must either have him or none at all, so you are therefore obliged to keep on good terms with him. Some of the small ships do not employ one, in which case Hoppo-Jack is the substitute. As this is done to save expense, a little inconvenience and irregularity is not cared for.

When every thing is prepared, which is within two or three days after arrival, the decks are cleared, the hatches are opened, and every thing is made ready for unloading. The Linguist's boat comes down first from Canton, and takes up its station alongside on the starboard quarter. It is a large roomy house, of a checkered brown and yellow appearance, and is plain and simple, but substantial in its struc-

ture, somewhat similar to the office of business of a wealthy merchant. The linguist, or lingo, as he is generally called, is a respectable-looking man, in a plain but clean dress, whose office it is to make people understand each other. He is the interpreter, by whose means all difficult questions are settled, as he knows, or is supposed to know, all the minutiæ of business, and the niceties of form and ceremony, necessary to be gone through by those who wish to do any thing of importance in this country. He procures the chops, or cargo-boats from the authorities, and in fact, nothing can be done without him.

Immediately after the lingo's has taken up its station, one or two clerks' boats are arranged by the side of it, and fastened on the outside of each other by ropes fore and aft. These latter are some of the most beautiful on the river, highly ornamented with green latticework and carving, with ranges of flowerpots on the roof.

As the clerks or pursers come on board, they are followed each by two or three servants, who arrange all their necessary implements upon the poop. One of them carries a small folding table, which he places out upon the

deck, while the next puts two or three light bamboo stools around it. The third carries a box, or writing-desk, and very quickly spreads the table with papers, ink, brushes, water-bottle, and that very useful instrument, the Chinese slate.

The pursers are young men of rather a superior station, somewhat similar to the clerks in the offices in London, who are employed by the large houses of agency in Canton to look after the goods consigned to them. When the chop is procured to fetch any cargo from the ship to their warehouses, these clerks are sent down to Whampoa to take an account of it. They have to see it all weighed and counted, and, when the whole of the chops are filled, their boat goes up to Canton with them, when they see the goods again tallied and safely deposited in the proper place. This precaution is considered very necessary, as it saves endless disputes between the buyer and seller, as to the damage of the goods during the voyage, and prevents the boatmen from picking and stealing. There is generally a great propensity to such sin in these men, as there is a great temptation to take a little bit of cotton out of each bale, many of which are broken. A very

small portion from each of the eighty which a chop will carry, would amount in a short time to a considerable quantity.

After the chops are filled, the purser writes an account of their contents, and, with the assistance of the lingo, makes up a statement, directed to the mandarin of the Whampoa chop-house, who gives an order or permit to allow them to proceed.

During this time, whilst those in the larger boats have been arranging themselves on the starboard, other people have been equally busy on the larboard side of the ship. Three or four and sometimes even five cargo-boats are lashed one outside the other, in a very regular manner, opposite the gangway. These are the chops.

The frequent repetition of the word *chop* is unavoidable, as the reader may have perceived that this term is very much in vogue among the Chinese in the Canton river, and has many different meanings. Thus in this case it signifies a lighter;—a chop is also a letter, a pass, or a permit. Chop-sticks are used instead of knives and forks. A chop-house is a small custom-house station, and First Chop signifies the first degree of excellence. Other applications it has, and many of them, but it is not necessary to

mention them, unless they occur in the course of description.

Chow-chow is another favourite word with the Chinese. When applied to little dogs and tender rats, and other delicate articles of food, it is spoken with great gusto. Where the river is troubled in particular parts near the shores by small eddies, that part of it is called chow-chow water. Baskets, which are procured in Canton, with many compartments, are called chow-chow baskets, while a mixture of different pickles or preserves bears the same alluring title of chow-chow. No doubt the Chinese, when they use these words, have a particular expression of countenance and of emphasis, to suit each idea; but as this is not perceptible when they talk to a stranger, he is apt to be in doubt what is meant, and he discovers that it is owing to the great scarcity of words in the Chinese language.

These specimens must not be taken, however, as the test of the native dialect. The language, as well as every thing else, is much depreciated in the neighbourhood of Canton, on account of the great intercourse with foreigners. The morals of the people suffer very much from this

cause, so that the national character is by no means seen there to advantage.

The chop then is a large boat with one great mat-sail, and, as its office is merely that of a lighter, no useless ornament is thrown away upon it, but it looks altogether as brown as the materials of which it is made. When the whole are properly fastened, the gangway is opened and planks placed to form an inclined plane from it to the deck. The large scales are then suspended, and the bales of cotton successively put into them. The main-hatch is taken off and a derrick rigged over it, and you soon hear a hoarse, sepulchral voice, from the depths of the hold, give the order, "hoist away." Then the boatswain pipes his shrill call, and a long file of seamen run with the fall along the waste, until the word "high enough," is pronounced. Then the bale of cotton is rolled upon the deck. You see it quickly passed along, while the native weighman bawls out its mark and number. It is soon pushed up the inclined plane, where it is received by the boatmen, and stowed away in the chop. Thus in a few minutes the place appears in a bustle and excitement. The orders and counter-orders, the hallooing, the piping of the

boatswain, and the screeching of the blocks, together with the apparent confusion above mentioned, make up altogether a scene of life and activity which is rarely surpassed within so small a compass.

As if in opposition to the above, the clerks and linguist perform their quiet occupation on the poop. The whole deck is protected from the burning rays of the sun by extensive awnings, notwithstanding which the heat is very oppressive.

As the pursers belong to rather a superior order of the Chinese, their dress is much more expensive than that of the lower orders. The tunic of rich blue silk made stiff with embroidery partly covers the trousers made of puce-coloured or green crape: white hose and thickly-embroidered shoes complete the lower habiliments. The cap is very rich although not to our eye very graceful, made of black velvet with blue silk in the middle, and surmounted by a red silk tassel.

As they sit at their tables, their servants hand round to them and the strangers little cups of tea made weak, and which is drank without sugar or milk. Pig-nuts and apples cut up

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into small pieces as we should prepare them for a tart, are also offered occasionally.

After the cargo is cleared out, the whole apparatus of tables, chairs, clerks, tea-pots and linguists, vanishes with great speed, and all is left again in its former quietude.

CHAPTER V.

Great variety of craft on the river—Numbers of people who live on the water—Maternal precaution—General description of boats—The eye on the bows—Large junks—The Loong-froong—Merchant-junk—Entering Junk river — Men-of-war— Cannon—Compass—Mandarin-boat — Occupation — Smug-boats — Smugglers—Way of proceeding—The river Tigris—Intricate channels—Chase and capture of a smuggler.

NOTHING strikes the stranger with more astonishment on his first visit to China, than the almost endless variety of craft which is seen upon the river. The ingenuity displayed in this single instance will always be sufficient to prove, that the Chinese, as a nation, are endowed with great originality and with a very considerable proportion of the noblest faculties of man. Here custom appears to be the result of unbounded experience, and the great degree of excellence attained is the work of ages of continual, though sluggish improvement.

It will not be denied that the land is the

proper habitation of men; I mean where it was designed by nature that they should generally reside, should build their houses, and rear their children—in fact that man is a terrene animal, and that the water was merely to be used by him as a matter of convenience, chiefly for the purpose of conveyance from one distant part to another. The practice of the inhabitants of almost every nation on the surface of the earth, seems to concur with this opinion. Although many people spend a very considerable portion of their lives on the ocean, and sometimes are many months without setting foot on land, yet they always consider their residence on the water as temporary, and that the end of the voyage will terminate a period of confinement from the exercise of their natural inclinations.

But not so with some of the Chinese. They form a singular exception to this rule. Born on the water they consider it as their natural home; they resort to the land as others do to the water, merely to supply their wants, and again return to their floating houses. They may then be said very truly, in the language of Jack, "to have taken a cruise on shore," and no doubt think it very pleasant for a short time.

It makes one even fancy that these people are amphibious, when we see a mother sitting at needlework in a boat, quietly looking on, while a child of five or six years of age is swimming around it, and another not able to walk is scrambling on all fours about the little deck, liable at every turn to fall overboard. This is, however, not so awful a catastrophe as might be expected, for a precaution is adopted against accidents of this nature. A light, wooden affair, sometimes a gourd as large as a bladder, made air-tight, and painted with rings of green and red, is fastened with a tape at the back of the shoulders of the new-born infant, which the child wears until it is able to take care of itself. If it should crawl too far and fall into the stream, as frequently happens, the mother has nothing to do but fish it out of the water and put it back to its place again, if the current has not carried it down too far, when it may have been smothered by the length of time its head has been under the water.

As the boats, on the Canton and other rivers, are thus the habitations of great numbers of the inhabitants of China, many things will modify the appearance of the outside, and the style of arrangement for convenience and

comfort within. Some of them fitted up in a beautiful manner are large and roomy, and very similar to some of those snug little fishing-boxes, which we sometimes find on the banks of trout-streams and lakes in England, the residences of sporting gentlemen during the summer months. In one of these a person, whose notions of sublunary happiness are not too extravagant, might live very comfortably, and it would have this advantage over the houses built by retired citizens, that it could be moved back again to town when the owner became tired of the country. The tallow-chandler of Dr. Johnson might go, country-house and all, to visit the shop on the melting days.

In such a residence as this, life no doubt could be passed agreeably enough, and a man might wed and bring up a large family of children, without wishing to leave it; but some boats are so miserably small and wretchedly provided, that it might be a fair matter of opinion, whether Diogenes' tub would not be preferable to them. A cobbler's stall in England would be a room of splendour to some of them, and the difficulty of turning round in them must be so great, that the inhabitant may very fairly be likened to a snail who is

obliged to move his whole house with him when he wishes to look another way. The natural means of progression are here given up; the feet are carried along while the hands are the only members used for the purpose of locomotion. As it may be considered interesting to have a sketch of the boats, usually seen in such numbers at Whampoa, with the different ways of managing them by the natives, it will be as well to devote a short time to that purpose.

Among the great variety of large junks, floating-houses, chops, and smallcraft, which are seen constantly moving about on the river, or passing up and down with the tide, you are able to distinguish two classes—those with an eye, and those without one. All the river-craft need it seems no such organ; but those junks which are intended to go out to sea are all ornamented with a large eye, painted on either side of the bows. Whether it is considered that the sea-vessels are more liable to run against obstacles, which this large eye, that cannot be closed night or day, may enable them to evade, when the human one is closed in sleep, it is impossible to decide. It may be a piece of superstition founded upon almost primitive simplicity; for if you ask a

Chinaman what it is for, he answers very gravely, "Have eye, can see; can see, can saavez. No have eye, no can see; no can see, no can saavez,"—as if he believed that this painted eye could *bonâ fide* perceive objects, discriminate between them, and avoid dangers.

It is in the river-craft alone that any degree of excellence is to be observed. The large merchant-junks and men-of-war, are huge unwieldy masses of complicated machinery, ill made and ill put together. Although the trading vessels, some of them from eight hundred to a thousand tons in burden, are out in very rough weather, and suffer great losses in the voyages which they make to Japan, Batavia, or Manilla, yet they appear not to have been improved in their construction for many centuries. There is little doubt but that the Chinese junks were originally made to resemble in shape some natural or useful objects. Some people think that they were formed to represent the moon in her first quarter. It is much more probable, however, that the native shoe was the original model, or that the shoe was made to imitate them, as they are very much alike in appearance.

After the junks had continued for a great length

of time of the same shape, the government ordered that they should not be altered. If a merchant now wishes to indulge his fancy, he must do it at the expense of paying the same heavy duties for his junk entering the river, as are exacted from the large foreign vessels. This of course prohibits all improvement.

We must hope that the feeling of jealousy is beginning to wear off, if only in this one instance, as there was lying at Calcutta, when we were there, the first Chinese vessel built after the European fashion. It was called the Loong-froong, and was the first of its nation which has appeared in India of late years. Although built by the Chinese and called a man-of-war, it had still the appearance of a mass of tea-chests and tea-caddies, and would infallibly have gone to pieces upon receiving a single cannon-ball. It is said that a European merchantman went on shore and was wrecked, on some part of the coast of China, and that upon the Emperor hearing of it, he ordered that another ship should be formed after the same model by his own workmen, assisted by those Fan-quis who were saved from the wreck. This specimen would not be owned by any of the ship-builders of England, but no doubt is

still a great improvement upon the common junks of China.

The large merchant-junks have been frequently delineated. The most curious parts of their structure are their great height before and behind, the want of a prow or cut-water, which is universally deficient, and the division of the hold into numerous compartments, each independent of the other, and made water-tight, so that if one is leaky it may fill, without necessarily causing the ship to founder. It has been proposed to adopt this latter principle in our own navy. It would answer very well apparently, for men-of-war which carry no cargo, but would be inconvenient in merchantmen, as it would interfere with the stowage.

Two or three large anchors are always seen over the bows of the junks, made of pieces of iron-wood cut as flukes, tipped with iron, and bound together and to the shank with strong cords. In addition to these, they have one or two iron grapnels, made light and placed conveniently for immediate use. All this ground tackle appears to be very necessary, as the vessels are made perfectly flat-bottomed, without any keel, and consequently cannot fail

to make great lee-way in trying when close hauled to keep off a lee shore.

The bulwarks are very high, and passing up by the side of the poop and the stern, are closed by boards forming a taffril, but when they have run forward, they terminate abruptly at the front part of the forecastle, so that the bows appear open, representing the gaping mouth of an animal the eyes of which are on either side. The rudder is sometimes made to work in a division of the stern, left open to receive it, and in shallow water is hoisted on board by means of ropes and pulleys.

To move this floating storehouse through the water, three, and sometimes four masts are erected. They consist always of a single tree, and no attention being paid to what would please a sailor's eye, they rake in a very irregular manner. Generally, the mainmast is perpendicular, while the fore and mizen masts slant forwards and backwards as if to keep as far as possible from their superior. The rigging and sails are very nearly the same, in proportion, as those of the outside pilot boats, with the exception that the mizen topsail is generally made of blue nankeen. Except when in full sail, the mattings are rolled up in

immensely thick coils, and are then laid fore and aft some little distance above the deck. When set, they appear particularly clumsy and inelegant, some of them being made of such strong matting, and ribbed and crossed so closely with thick bamboos, that they look as if they were cut out of a solid piece of wood. Their shape is more or less square, those which have more pretension to beauty having one end of the yard raised much higher than the other.

It is not the mere form which gives the character to an object; ornament frequently hides the defects and brings out all the beauties. One-half of the loveliness of nature is lost to him who cannot appreciate the full power of colour. The knowledge of shape and structure is no doubt more useful, but it is the variety of shades and tints, which form by far the greater portion of the pleasure that we derive from the contemplation of the picturesque. Thus this huge junk, which of itself without any ornament would be eminently unsightly, becomes by the pains bestowed upon its embellishment by the Chinese, an object pleasant for the eye to rest on, and when at the same time we see it filled and surrounded with human

beings full of life and activity, in strange and to us fantastic dresses, it becomes a subject of absorbing interest.

The hull in the small Chinchew-junks is painted white and red, but in the larger ones a greater variety of colours is preferred; on different conspicuous parts, characters used in writing are painted in different hues, while the whole of the stern is covered with hideous, grinning countenances of men and imaginary animals. Flags of all shapes and sizes depend from the mast-heads, some fastened to a flagstaff, while others hang from cross-pieces similar to weather-cocks.

Besides the marks of distinction now mentioned, the generality of them have large letters painted upon the extended sail, similar to those of our own whalers and pilot-boats, and which denote the owner; while black patches are frequently to be observed at particular corners of the mat, distinguishing the port to which they usually trade.

When these vessels proceed up the river, they always go with the tide and anchor when it is done. If the wind is light, the navigators find great difficulty in getting them across the stream at Whampoa to enter Junk River. As

the current is very strong, without the most vigorous exertions they would run foul of the ships. All the boats are got out, and others go to assist in towing the moving mass along, when she forms the centre of a very animated scene. The men in six or seven boats ahead work at the oars, as if their lives depended upon their exertions, while others run backwards and forwards upon the decks, in apparent distraction. At each violent effort, every sailor screams out in a kind of concord any thing but harmonious, the sound of which is re-echoed by the blue hills in the distance, against which the junk is relieved. Notwithstanding all their care, they get athwart-hawse now and then, and find no small trouble in disengaging themselves again. No great blame can be attached to the Chinese on this account, as the Fan-quis anchor their ships in the very middle of the channel through which they must pass, to get into the river which leads to their station near Canton.

The men-of-war differ but little in their make from the large merchant-junks, and do not generally run so large. The greater part of the hull is painted of a black colour, with large white ports. They do not open, however, for the

guns to be run out, but are artificial, being merely painted white, with red and yellow characters in the centre of them. The few guns which belong to them are fastened upon swivels, and are worked upon the main deck. Made of bad metal and small in caliber, they are decked out with flags and other ornaments, as if they were intended to be seen more than to be heard. The cannon are looked upon with a great deal of veneration by the soldiers, and in fact are considered as supernatural agents. They, therefore, with the compass, are objects of devotion, and receive a considerable portion of attention and ceremonious respect. The weapons really used in combat are swords, and long bamboos with iron spikes at the ends. With these latter they poke their enemies at a distance, and soon find out the weak point, while they are protected by ensconcing themselves behind large round shields, ornamented like that of Achilles, with various devices. These consist of ogres and monsters, and the distorted features of fierce and savage demons. When not in use, they are hung in a row on the outside of the vessel, for the purpose of striking terror into the vulgar gazer. These vessels are chiefly collected together at Chuen-pee, outside

the Bocca Tigris; but one or two are seen going down the river occasionally, when an edict is issued from the Emperor to enforce any particular decree.

All the junks which are employed on the ocean carry the mariner's compass, although it does not appear to give the Chinese navigators confidence, as they never, if they can avoid it, steer boldly out to sea, but keep as much as possible within sight of the land. The Chinese consider that they were the inventors of this inestimable little instrument, and it cannot be denied that they have had it in use for many centuries.* However much they may fail to rely on its virtues, they appear to be sufficiently aware of its powers. It is considered as a deity, and they treat it as they do the others, with great ceremonial. Pieces of scented ghos-stick are kept constantly burning around it, as in the ghos-houses, while sacrifices of the youngest flesh, and the finest fruits are offered to it. Here, ignorance appears to be the forerunner of superstition; but it is to be hoped, that with us, at least the knowledge of the laws of

* According to Klaproth, the knowledge of this instrument was communicated to the Arabs by the Chinese, and introduced into Europe during the Crusades.

nature may not make us blind to the wisdom and excellence of the works of the Creator.

Having now given this general outline of the vessels for the sea, we must proceed to those of the river,—to those without an eye. Their occupations are not so dangerous, with one or two exceptions, as those of the salt water, nor are they exposed to strong winds, or heavy seas, and therefore more pains can be taken with their outward appearance. The purposes for which they are employed, are, however, very various, the generality being used as mere places of residence, suited to the rank and the manner of living of the occupant, while a few roam about the river to insult over and prey upon the others.

The mandarin-boat is the most beautiful of all the craft on the river, and perhaps no boat in any other country surpasses it. It appears like a delicate insect upon the surface of the water, and to a stranger would convey the idea of a small vessel fitted up in the most elegant style for a party of pleasure. The rice-paper which is brought over to this country, from China, frequently has these boats represented upon it; and, although these drawings are tolerably correct, yet they hardly do them

justice. On board of each lives a mandarin, who has about sixty or seventy soldiers under his charge, and his office is to go up and down the river and seize all those who commit any offence against the laws. The grand object, however, of his cruise is to wage war against the smugglers; and, although he possesses a jurisdiction and power of squeezing, over the lower orders, yet these boats may very properly be compared to the revenue cutters of the British Channel.

The body of the boat is very prettily shaped, with more attention to symmetry than is generally observed, and is painted at the upper part with a fine light-blue colour very like ultramarine, while the remainder is delicately white. In the blue portion, oval ports are cut, painted within of a bright red, and out of each of which issues a long white oar. There are sometimes as many as thirty of these on each side of the vessel, and when they are not in use they are not taken out of their places, but merely laid back against the side, so that one overlaps the other in regular succession on the outside. The rudder is hidden almost completely in the gap at the stern; the little portion that is seen of it is pierced, as usual, with a

number of square holes for some purpose which has not yet been explained.

The deck is formed of small planks of a brown, hard wood, always kept bright and polished, and on which the common men squat down, while the mandarin himself sits at the further extremity on a small, handsome mat, and is generally employed in smoking. His dress is very rich, made of watered and embroidered silks, and his countenance is uniformly grave and imposing. The soldiers, bare from the waist upwards during the hot weather, are distinguished by wearing a cap made of large flat pieces of straw, ornamented with painted flowers, and very much of the shape of a small colander.

To protect these worthies from the noontide ray, small pillars rise from the deck, and support a light, wooden roof, sloping down on either side, like the top of a cottage. This is painted round the edges with vermilion and gold-leaf, while small scallops of prepared leather, fringe it beneath. The ceiling of this light covering is ornamented with fancy sketches and devices.

During that season of the year in which the sun's rays are most powerful, this wooden umbrella is not sufficient to protect the people

from the severity of the heat; neither in winter is it sufficient to keep out the cold. At such times, large loose mats made of paddy-straw are placed over the top in a very regular and neat manner, all the straws running in one direction down the slanting roof, so as to give the whole the appearance of the top of a thatched cottage.

The sails are made of very fine matting, sewed together very neatly, and are somewhat of the shape of an acute-angled triangle. Two masts support them, which are terminated at the summit by long, tapering sticks, with small, round balls and little flags, at regular intervals. A long, slender stick or wand supplies the place of the mizen mast behind, and is likewise terminated by a small round ball. This is the ensign-staff, which supports a beautiful white flag marked in the centre with bright red characters.

The most essential parts of this showy apparatus have yet to be mentioned. Two or three long guns, with a bore somewhat larger than that of a blunderbuss and worked on swivels, are to be seen by careful inspection upon different parts of the deck. They are made of cast-iron, and apparently very clumsily, but they are

so bound up with fringes and ornaments that it is very difficult to see the metal. Little flags of bright-coloured silk are always seen hanging down from them near the muzzle. A great number of bamboo pikes are arranged along the sides of the vessel, while the same kind of ornamented shields mentioned before are suspended over the quarters.

This gay-looking vessel, as it is seen passing swiftly along the stream, with its white oars tipped with the golden rays of the sun, as they make the water sparkle around them, while the long pennants flutter in the wind, would not easily lead you to suppose the errand it was upon. Three or four frequently come down among the shipping, and hang on behind one of the large ships which is unloading, or when there is more than the common stir on board. Thus placed, they are a great ornament, and resemble so many dragon-flies in a nest of bees. Like those beautiful insects, too, they are always on the watch for some little fly which they may pounce upon and devour. They have their eye chiefly upon the poor wash-girls, to see if they commit any trifling offence which may afford them a pretext for squeezing them out of a portion of their hard earnings. "Man-

darin squeegee me" is the expression which is constantly in their mouths. All orders of the Chinese appear to act upon the same principle as the Jews of all nations, and try to hide a part in order that they may save the whole.

In conjunction with the mandarin-boats, it will be as well to describe another class of vessels with which they are constantly waging war. It appears that these two kinds of boats are continually playing at hide and seek with each other. When there is a smuggler by himself, he does every thing he can to avoid the mandarins; but, when one of the latter is so unfortunate as to be in the neighbourhood of a host of the rascals, he has enough to do to keep out of their way.

The smug-boats have been called centipedes by the Europeans, on account of the great number of oars, with which, like legs, they walk the water. Not the slightest portion of paint is bestowed upon them, so that they are altogether of a brown colour, if we except the mat-sails which incline more to the yellow. They are very high out of the water, but particularly at the stern, and are furnished with sails of the same shape, and the same kind of rigging as the mandarin-boats. In fact, they are very

much like them in form, but destitute of any kind of ornament excepting the slender top-masts and a flag or two. Instead of the elegant cover, mentioned as belonging to the other, they sometimes have a shed over them made of the common bamboo tiles of matting.

The heads of the desperadoes are seen thickly packed together through the long rows of bamboo spears which are arranged along the sides as bulwarks, while a plain round shield or two is seen hanging irregularly over the side. It should be mentioned, that both these and the mandarin-boats have a rail somewhat similar to the tail-board of a hay-cart, projecting upwards in a slanting manner from the deck behind, which serves the purpose of a poop to lengthen the vessel, and to afford a cool place to recline on. Some of these boats have as many as twenty-five or thirty oars on each side, so that when they are all put in motion together their similitude to the centipede is very apparent. When in sail the whole deck appears crowded with men, some sitting, others reclining, and nearly all smoking. A favourite amusement with them is to play at cards, as they stretch themselves on the deck, or squat upon their heels in little circles. The gambling seems

to be carried on with great spirit, as they always appear highly excited and chatter incessantly. The greatest irregularity prevails among them when off duty, and blackguard seems to be written on every countenance.

Like all others in any country, who are engaged in this kind of lawless occupation, they are evidently the very scum of the people. Generally bare from the waist upwards, their brawny limbs display great muscular power, and their dark skin appears double-tanned by exposure to the sun. Their hard resolute features denote a life spent amidst scenes of anxiety and danger.

It is impossible not to know who they are, even when they pass the ships at anchor during the darkest nights. Of course, when the sails are hoisted no such noise is perceptible, but when all the sculls are at work together, each fastened on to a small bamboo post, they make a loud creaking sound which may be heard for sŏme distance. Frequently twenty or thirty of these unoiled machines pass at midnight together. The watch on deck hears at first a gun fired in the distance. In a short time afterwards, a creaking sound is heard faintly over the water, and raises a curiosity to know the cause. As

it increases, one boat after the other issues out of the mouth of some small creek hard by, and they then quickly spread over the river, rousing every one as they pass them, to watch with a certain degree of interest, the effect of this disturbance of the dead silence of the night.

It may appear singular to those acquainted with European schemes of government, that the Chinese have not been able to suppress these transporters of illicit goods. In England, no boat which was known to have been engaged in this traffic would dare to show itself in the presence of a revenue cutter at any time; but here, single boats pass frequently and sometimes anchor close to the mandarins without fear or hesitation. Although well known to be smugglers, the authorities seem to have no power over them if they are empty, so that they are allowed to try their luck, and their owners are only punished, like the Spartan youths, when taken in the fact.

Frequent edicts are issued from the court at Pekin, and particular instructions sent to the Viceroy, to suppress these people, but without effect. This mandarin appears to receive some kind of fee to allow matters to proceed in the same jog-trot kind of way, and never troubles

himself about the matter ; but, when one of the smuggling-boats is taken, by force or stratagem, formal notice is sent immediately to court, with a long account of the battle, and the energy and skill of His Majesty's servants. When active measures are obliged to be adopted, after repeated orders from the government, a kind of compromise is said to take place with the chief of the smugglers, to allow a certain number of his men to be taken, so as to make it be believed that they are completely broken up, and thus the storm soon blows over. Sometimes the smuggling-boats are collected into a large body, and then they take the centre of the river and defy all opposition; but, at other times, they pass up one or two at a time, and try to avoid their enemies who are stationed at different parts to impede their progress.

That part of the province of Quantung which is below the city is, as has been observed, nearly a perfect flat laid out in paddy-grounds. The large stream called Hou-kiang, after dividing that province and that of Quang-see into two portions, joins with the Pe-kiang near Canton, and the two form the river which empties itself into the sea near Macao. In passing over the level country before it disembogues

itself, it divides and subdivides into numerous channels which occasionally unite again and form larger streams. The whole country, therefore, appears laid out with small patches or stripes, like so many islands upon a lake.

It is on a knowledge of these intricacies and the depth of water in each, that the smuggler prides himself. After gaining the best information of the position of the mandarins, he ventures cautiously along and dodges in and out where he thinks he has least chance of meeting his enemies. If he should be so unfortunate as to fall in with them, he has to take to his heels, and, of course, his safety then depends in a great measure on his power of outstripping his pursuers. Perhaps a short account of a rencounter between these sworn foes will serve to illustrate this subject much better than a lengthened description of what may take place on these occasions.

A large mandarin-boat was seen one afternoon passing down the river beyond the First-bar, and then entering and taking up its station in one of the numerous little inlets which abound in that neighbourhood. In a few minutes it was perfectly at rest; the yellow sails were taken in and furled, and all that was then

to be seen of it over the paddy, were the slender sticks with little balls on the top, and which were hardly to be distinguished from the tall reeds which were growing at the edge of the water.

It had scarcely taken up its position, before the faint creaking sound of an approaching smuggler was to be heard in the distance. By the time it approached the open entrance of the little inlet the mandarins were ready to receive it, and issued forth just at the moment it was passing. The centipede must at that moment have had the other firmly hooked on to it, if the spare hands on board of it had not used the long bamboos, and by their means prevented the two boats coming in contact. These long spears were pushed out at their full length, and then applied to the bows of the other vessel, while, at the same time, all the other men worked with desperation at the oars; so that in a few minutes, notwithstanding the most violent exertions of the mandarins' party, the smugglers kept clear, and were soon a boat's length ahead of their enemies.

Then the chase began. The screams and yells of the smugglers were mixed with the rickety sound of their vessel and the orders

and cries of the mandarins behind them. Every now and then the long ornamented gun was turned upon its swivel, and the loud report reverberated across the country as it was discharged against the chase, but with little effect: the shot was generally seen dancing along the water wide of the mark, resembling the stone thrown by the boy, in making what he calls "ducks and drakes."

Although the most violent efforts were made by the other party, it was soon evident that the smuggler was walking away from his pursuer. The brown machine with its hundred feet, was seen ahead, while the gaudy boat with its white oars, followed, fulminating forth its ineffective missiles, by which it was enveloped at each discharge in a cloud of blue-gray, curling smoke.

After leading the way through many intricate channels, and dodging in and out to cut off a corner, the smuggler appeared as if he would very soon be out of all danger of being taken; when suddenly, another mandarin-boat was seen issuing from a little creek right ahead, and thus completely cutting off all hopes of getting away without a scuffle. The stream was at this place so narrow that it was impossible

to pass by the one ahead without coming into contact, while the one behind, now coming up very fast, prevented them making an honourable retreat. It is thus sometimes in the streets of London, when a thief is congratulating himself upon leaving far behind the hue-and-cry of his pursuers, upon suddenly turning a corner he runs into the arms of a policeman.

Thus completely blockaded, the smugglers determined to stand at bay, and make a vigorous resistance. All the oars were laid aside, but placed ready for instant use, and every man seized a bamboo-pike and awaited the attack, with great determination. They then resembled a nest of demons, chattering and yelling out their notes of defiance. As the mandarins cautiously approached, the white oars were laid back, the spears were taken up, and the savage features on the shields were displayed in the faces of the resisting vagabonds. In a short time, the poor devoted bark had its two enemies on its quarters and the whole multitude were engaged in a desperate struggle.

It appeared to be the object of the mandarins to board, and thus fight hand to hand, while the object which the others wished to at-

tain was to keep their enemies' boats off with their spears, until they could have a fair opportunity to get another run for their lives. The different manner of engaging by each party was very apparent during this conflict, and showed the decision and vigour which fighting in a good cause will give to the weakest combatant, while the arm of the strongest man is paralyzed, and its power withheld by the still, small voice of conscience. The mandarins rushed to the attack without hesitation, and laid about them in right good earnest with their swords and pikes, frequently cutting and wounding in a dreadful manner; but the poor smugglers appeared to act merely on the defensive, and, although slight wounds were occasionally inflicted with their spears, yet it was evident that the great aim was to keep the mandarin-boats at a distance.

A principal reason, no doubt, for this line of conduct was the knowledge of the state of the law with regard to them. If, as I heard, they are taken alive in the act of smuggling, they are sent to work in the mines during the remainder of their lives, but if the death of a single mandarin takes place during the struggle, their lives are all forfeited.

The unequal contest lasted for a longer time than might be imagined, but it was soon evident in whose favour it would terminate. The gaudy vessels were soon alongside, and the gay caps of the mandarins were seen intermixed with the bald heads of the illicit traders. The struggle was then soon over. Many of the defeated jumped overboard, and as they struggled in the waters to gain the shore, formed excellent marks for the spears and javelins of the conquerors. The great mass of them, however, were seized before they could try this doubtful chance of escape. The long pigtail served instead of the coat collar of our part of the world, and when twisted two or three times round the hand formed a handle with which the owner could be moved at pleasure.

The men were thrown down at the bottom of the boat and there securely lashed and fastened. In a short time, the din and hubbub of so many voices were over, and the mandarin-boats were seen leading away in triumph their silent and crestfallen captives.

CHAPTER VI.

The great plain of Quang-see—The great rivers—Narrow limits for foreigners—Danger of being bambooed—Danes and French Islands—Walk on Danes Island—Sam-shu Wigwam — Native tombs — Second-bar pagoda—Whampoa Reach—The double-decker—Vessel unloading—Rice-ship—Chinese and foreign smallcraft—Quickness of the natives—American vessels—Opposite bank of river—Green paddy-fields—Range of mountains — The pauper's tombstone — Entrance of Junk river—The seaman's burial-ground—Country pagodas—The quoit-ground—Causeway—Ghos-house and theatre—Rice agriculture—Duck-boats—Management of the birds.

THE whole country of China has been said to constitute one plain. The most probable cause of this opinion appears to be, that the embassies which have been sent from the European nations to the Emperor at Pekin have been conducted over that extensive tract of level country, said to be full 1000 miles long

and 300 broad, which runs through the provinces of Quang-see and Hou-quang.

It was very natural that such a conclusion should have been formed, when, after travelling such an immense distance, no chain of mountains was passed, no romantic valley explored. But the amazing fertility of the soil from one end to the other of this gigantic realm would prove indisputably, that there was on the whole, the same variety of hill and dale as in every other region. The numerous springs to supply such large rivers as the Hoang-ho and Yang-tse-kiang, and to enable them to wander through so many districts, each as large as a European kingdom, must have their origin in places very high above the general level. It would appear as if nature in forming the country had had in contemplation the future occupation of it by a single people, forming the largest social family, governed by the same laws, and united by the same inclinations, the same wants and wishes, which has ever existed.

The small portion of the country seen by Europeans while residing in the province of Quan-tung, appears to be as well favoured with natural advantages as that of any other single

portion of the globe. The inhabitants, remarkably industrious, have not neglected to improve upon these thriving appearances, as we find the lowest marshes yielding the most plentiful crops of grain, while the very peaks of the hills teem with fruits of the richest and most varied flavour. The land swarms with healthy and contented people, and the very rivers are covered with a laborious and active race.

All or a great portion of these things, may be seen at a distance by the Fan-qui, but very little can be investigated and searched into by the minute inquirer. The laws relating to foreigners are so strictly enforced, that they feel themselves restrained and confined within a very narrow compass. As it is pretended that strangers are merely endured in China, and allowed by a great stretch of Imperial kindness to bring their paltry trade to Canton, it is said that they require, whilst there, but the very narrowest limits, and it cannot be at all conceived that they can have any right to step an inch beyond the place to which their immediate business calls them. Thus it is, that at Canton the merchants have their limited boundaries assigned them, and cannot even build

a few steps on the water's edge without a direct allowance being granted them by the authorities.

At Whampoa, where the ships lie sometimes for four or five successive months, waiting for the teas, a similar limitation is assigned to them. On account of the frequent deaths which occur in the fleet, occasioned in a great measure by the insalubrious nature of the surrounding country, and perhaps, to give a little vent to the excited feelings which otherwise might break forth in a disagreeable manner: two islands in the river have been assigned for the use of the Fan-quis, on which they may bury their dead and exercise their living.

The ground, however, still belongs to private individuals who take care to charge a certain number of dollars for every grave that is dug; but it is a thing well understood, that those are the only portions of Chinese land on which it is safe for a European to ramble, and where he is protected by the law from being robbed and bambooed. Such little accidents do still occur occasionally, within privileged places, but only through the private hatred of individuals unsanctioned by the mandarins, although perhaps it is of little consequence to the person

injured, to be told afterwards that he can obtain no redress, for the authorities did not order him to be served in that manner.

These two islands are on the left-hand side of the river as you pass up, opposite to the ships as they lie at anchor at Whampoa. Danes Island is the first, about six miles in circumference, with its high land overhanging the vessels at the bottom of the reach. Beyond its further extremity lies French Island, separated from the other by a wide and clear stream, called the French river. Abreast of it are the vessels at the very top of the reach, chiefly Americans, and on the other side of the water the distant village of Whampoa. These islands received their names a considerable time ago, when the French and Danish merchantmen formed the most important part of the fleet; but at present, their position is quite reversed, the whole season may pass away, with scarcely a single ship belonging to those nations coming up the river.

With French Island we have nothing at this moment to do, but we request the reader's presence while we take a walk to the summit of one of the highest of the hilly eminences into which Danes Island is broken, and thence take a

survey of the surrounding country, and view the windings and splittings of the streams, bearing in their devious wanderings so much life and variety on their surface.

Danes Island has many claims to the recollection of those who have resided at Whampoa. It is here that the wanderer has again touched land for the first time after a long and monotonous voyage, and scampered up the steep sides of the rough and barren eminences, with a kind of feverish exultation, similar to that of a wild horse that has broken loose, and regardless of his neck, has committed the whole safety of his person to the guidance of his heels. It may bé that he has to bear in memory, that in this place he parted for ever from a dear and valued shipmate, whom he followed to his grave on that bleak and pointed knoll. He may remember perhaps, the pleasure he received when he was here last, in the society of cheerful and pleasant companions; or the pain he experienced from the uncivil bamboos of the natives. In short, each one knows some circumstance which makes him take an interest in this otherwise uninteresting spot of land.

On the banks of the river small plots of low land are laid out with paddy and sweet-po-

tatoes, and are separated from the hills which run out in projections towards the stream by deep ditches, cut for the purpose of carrying off the superfluous water in the rainy season. A little way inland, the path leads round the eminences, and abruptly ascends to the highest part which is in the centre of the island.

No piece of ground of the same extent is more broken and irregular. The soil in the highest parts gradually decreases in depth, until the bald heads of the rocks project above the surface. According to the quality of the earth, the vegetation is more or less luxuriant. In some places, the ground is merely coloured by mosses and lichens, while stunted trees and hardy perennials shoot out from the perpendicular faces of the riven ground.

The work of man appears at every footstep. Every little patch of fertile earth is green with cultivated vegetables; the little spots are kept in the most beautiful order, while tiny streams of water bubble and sparkle in the sun, as they are led in intricate mazes among the garden beds. Where the ground over which the path is conducted is precipitous, small steps and gangways are cut in the substance, and the solid rock is

worn and hollowed by the traverse of naked feet.

As you walk on, you pass every now and then ranges of terraces formed on the hilly side, and observe the neatness with which every little ridge of mould is arranged by the skilful gardeners. Other objects are to be seen, and some of them no doubt of great interest to the thoughtful. Here a wretched wigwam for the sale of sam-shu, and there, in the face of yonder rocky hills, the handsome tombs of the departed Chinese. The association of the two so near together would almost make one suppose that the owner of the hut had calculated upon the visitor feeling a little depressed at the sight of the sombre monuments of death, and would be glad of a glass of spirits to bring him to himself again.

After toiling with some little difficulty to the top of the highest of the hills, the path descends again to the back of the island, and a small village which is situated on the edge of the stream. But let us pause on the top, and take a look at the extensive prospect around, which perhaps is as varied and as interesting in its details as any in these parts.

Beneath your feet, on that side on which you

ascended, runs the fine broad stream of the Canton river, varying its hue with every change of the sky above your head. You trace it from the right, where its glistening surface reflects the image of the second-bar pagoda, which stands like a pigmy sentinel on an eminence overhanging the stream in the distance. It seems to be set to watch the safety of the ships which are anchored at its feet. As the river runs more to the northward, it appears to become gradually wider, and the main channel is with difficulty distinguished among its numerous branches and offsets, which wander among the fresh green paddy, and again return and add new splendour to the parent stream. Little squares of matting, forming the sails to imperceptible boats, creep like insects round the island patches, while the majestic Indiaman resembles the small toy of a child, as she steers her course in the midst of the highway, her scarlet ensign relieved against the snowy whiteness of her canvass.

Then comes Whampoa Reach, with the fine semicircle of the shipping, extending for more than two miles directly beneath your eye, and beset and intermixed with the gaudy floating-houses of the Chinese. The Tigris River is a

clear stream, not like the Hoang-ho made yellow by the quantity of mud that it contains, but reflects in a beautiful manner the faintest tint which is thrown upon its surface.

The double-decker is seen, with her tall, slender masts towering above the others, and with her yards squared and delicate rigging extended, with the minutest nicety; the well-bleached awning above the deck, stretched with the greatest care; the gilded figure-head and ornamented stern, and the sides fresh painted, and shining with varnish. As she lies thus moored in the centre of the stream, and with her little pinnace just seen beyond her anchored near the shore, she only requires a few guns peeping out of her open ports to complete the picture, and to transform her into a man-of-war, and one of the finest in the British navy. Borne lightly on the water, her tall spars are reflected towards you, and her double side, checkered with black and white, is portrayed on the water immediately beneath, resembling the squares on a chess-board made of ivory and ebony.

That large vessel, lying nearly abreast of her is unloading. She appears to be absolutely smothered by the native craft which are huddled around her. On each side, these appendages

appear like wings which are to carry her bodily away. Those on the starboard are the clerks' and linguists' boats, fretted all over with intricate carving of green and gold, while the chops are on the opposite quarter, ranged side by side and busy filling. See! one has just pushed off from the ship, and is now beginning to feel the effect of the wind upon the immense sail she is hoisting as she drifts down with the tide. Hanging on behind is the Hoppo's house, and four or five wash-boats, the denizens of which look so frightened, at the near approach of the blue mandarin, who has just rested his men a moment from their silvery oars, for the double purpose of recruiting their strength and to see whether any little "pidgeon" is to be done.

That Spaniard a little way up the reach, which you see devoured by small fry, the tiny boats paddling around her, whilst every now and then the sitters make a rush and scramble up the sides or into the chains, has just come from Manilla. She has brought a cargo of rice, which at certain times of the year is required to be imported; and these poor people are scrambling with each other to pick up the few grains which are scattered about the decks.

during the process of weighing. One or two may be seen astern, scooping it off from the water as it is carried down by the current. How much they resemble, as they are mixed up with the large chops which are loading, the little pert cock-sparrows, which come to get a share of the grain served out to the poultry in a farm-yard! Their hunger makes them bold, and they return again and again after each surly rebuff.

Great numbers of the lowest orders of Chinese live upon what they pick up upon the water. Their boats are fastened astern of the ships for this purpose, and whatever refuse is cast overboard is picked up by them with great expertness. I have sometimes, for the purpose of trying their quickness, watched a boat until every one on board of it was hidden, and apparently asleep, as not the slightest noise or motion was perceptible; and then dropped a piece of crumpled paper from the poop, noiselessly into the water. Before the current, which is very strong, had carried it the short distance from the place where it fell to the side of the boat, it was perceived, and two or three hands stretched over the gunwale to receive it as it passed. If the paper happened

to float too far so as to be out of the reach of their arms, the boat was cast loose in a moment and was ready to meet it as it came down.

As the eye follows the course of the river to the left, the ships are seen more closely packed; some snugly anchored, and apparently without a living soul on board; others, with their lower booms extended like arms, with which to hold their boats at a distance from their sides; each painted in a different manner from the other, some with a single, others with a double row of ports, while again a few have the plain white bend. Ships, barks, and brigs succeed each other, part of them cropped of their upper masts and yards, while others have every thing in trim, with the topsails loosened ready for a start. Above them all are the Americans, their streaked flag waving above their brown and yellow varnished sides, and highly-ornamented sterns. One or two only can be distinguished separately, as, in the distance, their masts and yards seem interwoven into one tangled, complicated mass.

It need hardly be mentioned that the national flags form a conspicuous part of this view. Their glaring colours attract the eye from the first moment, and as the scarlet predomi-

nates, they give a brilliancy and effect to the scene, and set off the checkered appearance of the hulls.

This river scene is rendered yet more interesting by the vast numbers of Chinese junks and houses, with which the water teems. Passing with the tide along shore, the heavy junks float down, or, assisted by numerous boats, cross between the Indiamen; clerks-boats and chops with their immense sails extended pursue their devious course, or cast their anchors, to wait the turning of the current. Mandarins, wood, and salt-boats move up and down, and every vacant spot seems filled with native craft of every size and occupation. Then there are the Macao schooners, and the launches and cutters of the different ships sailing about, some manned with English sailors in their blue jackets and straw hats; others in their white robes and coloured turbans denote the Indian Lascars, while a boat or two may be seen containing Malays, with their dark olive features set off with a suit of scarlet cloth. Along the opposite shore, five or six of these pleasure-boats are contending in a sailing-match, their little hulls lying over nearly on their sides, while their variously-cut sails appear so fine and

transparent that you fancy you can see the colour of distant objects through them. The foremost of them is spritsail-rigged; then follow the leg-of-mutton, either with two or three sails, and that behind, which is dipping, is the double-lug. Notice the different Chinese boats as they pass, how they struggle ineffectually to keep up the national honour, by trying to compete with the Fan-quis.

These and many other objects too numerous to be mentioned, with the crowds of boats which are lying fastened to the stone quay at your feet, are seen upon looking directly down upon Whampoa Reach, and form as animated a picture upon the water as can well be imagined. The pool in the Thames may be as thickly studded, but looks completely dingy, when compared with this brilliant variegated scene.

The opposite banks of the river are flat for four or five miles inland, and are there laid out in paddy-fields, so fresh and cheerful that it reminds you of the eulogy of the poet on their colour:

> "And thou gay green,
> Smiling nature's universal robe."

As they are seen from the ships, they exhilarate the spirits; presenting the appearance of one

large, lovely meadow, and the most sanguine wishes are formed that it were possible to be on horseback and scampering across them, to reach the many-tinted hills which bound the prospect beyond.

Between this chain of mottled mountains and the water a village is situated, with its cottages and ornamented gable ends interspersed with trees and groves of plantains. At the extremity is placed a tall, gray, country pagoda, the reflection of which is thrown upon the smooth surface of the water, and becomes mixed up with the thousand forms and colours with which it is streaked and spotted. A small triangular rock with a red tinge on parts of its white surface, is seen facing the river a little to the right, and is surrounded by a few tangled bushes. It is situated on a small island, and is the tombstone of the destitute, and marks the place where many a wretched mother has exposed her starving child.

Tracing the water still more to the northward, on the left beyond the upper part of the reach, it appears again spread over the country, enclosing among others the island of Whampoa. The Tiger stream, above the reach, is circuitous, winding round beyond French Island to the left,

and makes many curves and contortions. The direct road to the city is, therefore, up Junk River which opens just beyond that little flat, green island, on the right side of the vessels. The native junks are crowding into its mouth, and the whole channel is marked by them as far as you can see, while foreign gigs and long-boats are interspersed among them, with their white oars glancing in the sun, and their little white awnings spread above the heads of the sitters in the stern-sheets.

Junk River is seen for some distance winding round the island, and overlooked by the tall, scalloped figure of the Great Whampoa Pagoda, and the smaller country one, constructed in a more simple style of architecture. The little temple is seen peeping over the tops of fruit-trees at the edge of the water, and looks in the distance like the spire of a country church in our favoured land. A smaller stream, called the Little Junk River, and one or two creeks branch off from the larger, and are seen emptying themselves, separately, into the middle and the bottom of the reach. Over the paddy and rushes, which separate the streams, are observed the tops of the masts of the smugglers, collected

together that their owners may concert schemes for their next midnight expedition.

Having thus taken a view of the whole extent to the right and left, we must next look to the appearance of the island on which we stand. As the path descends in a very interrupted manner towards the water, various tracks branch out from it, leading round the bases of the hillocks to the little spots of cultivated ground. Some of the hills facing the water are rendered white by the tombs of Chinese gentry, which are built on ledges cut out of their steep sides. They look very handsome, and are shaded by a natural growth of wild flowers and ferns.

On one of the projections of high ground running down to the water's edge is seen a single stone, and around it are slight elevations, which mark the seaman's grave; while, on another of the same kind, a little further on, which is flat and even on the top, you discern from ten to twenty people engaged in playing at quoits.

The low rice-grounds on the banks of the river are seen ribbed or striped all over with ridges of earth from the tops of which sprout

up the green and tender blade; while, in the very centre of them, rises another small pagoda built in the simplest style.

These country pyramids, erected originally as tributes of devotion, are now merely looked upon as so many landmarks. Through the centre of the paddy-fields you observe a straight path paved with large stone flags. It is a causeway, leading from the quay on the river, round the little wooded mount on the right to the back of the island, where the village is situated. On following this path with the eye, you find it leading past a large wooden building like a barn, in which the people perform "Chin-chin Ghos," on the first days of the new moon, and other festivals. This building seems to be a kind of chapel of ease to the open ghos-house, which is directly opposite to it, and built in the substance of the hill. In these barns the actors perform their parts, amidst the clash of gongs and cymbals, and the artillery of a thousand crackers. Beyond these places of noisy devotion, the way is conducted round the edge of a green, muddy-looking pond, in which it is said the females of the village indulge at certain hours of the morning in the pastime of frogs and tadpoles.

During the month of October, the causeway is covered with people, bearing the fresh-cut rice to the boats that come to receive it. The whole process of cultivation of rice is seen by those who remain at Whampoa for some time, as there are generally two harvests in the year.

After burning the stubble on the ground when the crop is cut in the autumn, to serve as manure spread over the land, a space of ground is enclosed by small banks made of earth. In this, a quantity of rice is thickly sown, and it is then covered with water an inch or two deep. Generally speaking, the surface of the ground is a little below that of the river at high tide, so that it is only necessary to open a portion of the embankments to effect this purpose; but, when it is not so, some little contrivance is necessary to raise the water to the height required.

The machine most used near Whampoa is of the treadmill kind. A small wheel with steps round the circumference is made to work round an axis, to which is attached a number of small troughs, made so to spill the water when at a certain elevation. A single man stands with his back towards the river, and, with his great

umbrella-hat on his head, works away with as much apparent apathy as an automaton.

The time of letting in the water is also attended to; namely, after heavy rains or windy weather, as the river, especially near the banks, is very turbid at that time, and therefore deposits a large quantity of slime which is of great assistance in fertilizing the soil. Many novel plans are also adopted for the purpose of rendering the soil more fertile, and the most out-of-the-way materials collected with the greatest industry. Human hair, the feathers of birds, and other odd substances, are amongst the list of valuable manures. When, in the course of a few days, the shoots have attained the height of half a foot, the roots are taken up, the tops are cut off, and they are then transplanted into the ground which has been prepared for them. All this is done at the commencement of the spring, as rice requires a great heat to bring it to perfection.

The preparation of the field for planting consists in loosening the soil, and raising it into ridges, which are placed in rows about half a foot from each other, so that the ground resembles a well-ploughed field. When the shoots have been planted in the ground at the apices of the

ridges, the whole surface is again covered with water, which is not allowed to subside until the grain is ripe, when the earth is so saturated with it as to have the consistence of thick mud.

The first harvest commences at the latter end of May; the second about the end of October. The process of reaping is performed by men who wade through the mud and cut the straws with a small sickle. Great numbers of the poorer people assist to carry it, when cut, in their arms to the causeway.

In some parts of the paddy-fields on the banks of the river, it is impossible to keep off the water at high tides, as the surface is below the bed of the river, and the slimy nature of the earth prevents the formation of embankments. In this case, all the operations must be performed by floating workmen. Very small boats containing the reapers are thrust among the paddy, and, as they separate the grain, they put it into the other larger boats, which follow them about to bear it to the general stock. So many people hard at work, popping in and out of the little watery paths, and rustling about completely hidden within, form a very singular scene, which reminds you of the rab-

bits clandestinely nibbling the first blades of the corn.

On the causeway, the paddy is collected in heaps, but so regularly placed that a single straw seems scarcely out of due order. This is characteristic of the minute industry of the lower orders of Chinese. The grain is then borne to the boats at the landing-place by men, who carry across their shoulders a stout bamboo, to each end of which is suspended a light frame, made somewhat like a scale, of two pieces of elastic wood crossing each other, and having a cord extending from each extremity to the end of the bamboo. In this kind of balance, the long straws are placed, and the labourer goes away at a jog-trot pace, looking somewhat like a man on May-day enveloped in the round-about of foliage.

As the reapers proceed with their work, the finished parts are strewed with gleaners. There are certain regulations repecting this privilege which may appear to us trivial, but which, no doubt, are highly necessary with so superabundant a population. The poor men, women, and children who represent this class of eleemosynary collectors, are not allowed to enter their ground of competition until a stated num-

ber of hours has elapsed after the reaping. By this means, they are kept at a distance from the workmen, and that picking and stealing are prevented which might otherwise occur, and which cause so much ill blood between the poor people and the farmers with us.

After the gleaners have taken a last parting look at the unpromising stubble, a new class of tenants are put in, who manage to pick up a very good living: these are the ducks. The Chinese duck-boats are wafted over to the promised land, the stairs let down, and the web-footed gentry turn out, like the three brothers of ancient story, to seek their fortunes. This is the time when the owners of these interesting wanderers hope to make amends for the long course of starvation to which they have subjected their flock when provisions were not to be obtained for nothing, and the ducks themselves seem to forget the past, and to gabble out their forgiveness, and to swallow the grain which has fallen into the mire, at one and the same moment.

The duck-boats are certainly to be ranked among the curious singularities of the Chinese. They are large and roomy, with a broad walk extending round the covered parts a little

above the surface of the water. If the Irishman may be said to give the best side of the fire to his pig because he pays the rent, surely the Chinaman may with equal propriety give the best part of his house to the accommodation of the ducks. They have the large apartments at the after part of the boat, while the man with his family exists in a miserable hovel at the head. With which society to associate, it would require some little hesitation to decide; but perhaps the ducks would have the preference. In the morning, the doors are opened, and the birds wander round the house at their pleasure. When the sun is high, large inclined planes are let down at the sides of the boat; one towards the land, and the other towards the water. Up and down these steps the feathered bipeds travel at their pleasure and take a cruise on land or water, but are prevented from proceeding too far by their anxious overseers. When it is time to retire the man gives a whistle, and at the sound every bird returns, and waddles back again into his warm, comfortable berth. When they are all on board, the stairs are hoisted to the horizontal position by means of a long bamboo lever, and every thing is then made secure for the night. The

proprietor of one of these boats is able to gain a livelihood by the care of these birds, which he watches with somewhat of the same kind of parental fondness as a hen over a brood of young ducklings just emerged from the shell.

The mentioning of this one, leads me to continue in the next chapter an account of the boats usually seen at Whampoa, with the manner of living of the occupants.

CHAPTER VII.

Chinese boats—Clerks-boats—External ornament—Internal arrangement—Mosquitoes and flies—Musical instruments — Tea-drinking — Smoking-pipes — Opium-smoking—Lanterns—The swân-pan—Way of writing—Sealing the chop—The written language—Original formation of the characters—Their combination—Number of words — The keys—Difficulty of the language—Oral tongue — Accents — Writing-paper—India-paper Cargo-boats — The barber's san-pan, razor, &c.—Deafness of many Chinese—Sam-shu smuggling—Eel-boats—Management of small boats—The paddle—Oars and sculls—Mat-sails—Hoppo-boat.

Boats on the Chinese rivers are in the most essential respect the same as the houses of other nations on the land. They may be compared to the habitations of people living in a great city, and you soon become accustomed to look upon them in the same light.

The clerks-boats are average specimens of the

floating houses of the Chinese gentry. They may be said to be genteel residences, the counterpart of which you would expect to find in a small retired street of London. They have not the splendour or excessive decoration of the houses in the squares at the West-end or the Regent's park, which would be better represented by the gorgeous water-palaces of the mandarins and grand Hoppos; neither have they the appearance of shops, or any thing which can indicate a mechanical occupation in the inhabitants; but are quiet, unpresuming edifices, fit for small families with a slight independence.

The hull is large and broad, with the whole inside decked over, and extending some little distance beyond it over the water. The stern projects upwards behind as usual, with a rail all round it to prevent any thing falling overboard. The apartments are built along the centre of the boat, leaving the projecting part free as a gangway all round, for the purpose of passing fore and aft. The building commences about a third of the length of the deck from the head, and is then built in a square, neat manner to near the stern, when it terminates abruptly as in front; so that on looking at it ahead you see a perfect square, and at the sides a paral-

lelogram. The vacant platform in front serves as a kind of lobby to the principal entrance or door in the square gable, and is the place where the two rowers sit when the house is put in motion.

A small ladder is generally set up on one side of the door to facilitate the mounting to the roof of the house, which is flat and painted of a black colour. Rows of pots containing flowers and evergreens are arranged along the sides of this little promenade, while a small mast is made to ship, occasionally, in the fore part of the centre building. Descending from this place, and passing backwards, we observe the side of the house divided into three or four parts by ornamental stanchions, between every two of which a window made with sliding shutters is cut, and which serves to give light and air to separate apartments within. Beyond this is the place where the man stands who manages the helm.

To this neat and shapely exterior, a very high degree of finish is given. The whole side is ornamented with minute and projecting carved work, and painted of a beautiful light green colour, while the edges and corners are tipped with white and gold. Lattice-work almost hides the front, and the door is frequently orna-

mented with a small verandah, having flower-pots at the foot of it from which climbing plants ascend and intertwine to the top. This is the general appearance of the outside, and with the blooming flowers on the roof the whole looks gay and handsome.

Within, we find every comfort and even luxury. The master lives in the front and best rooms, while the servants occupy the remaining portion. Every person who keeps a boat is obliged to have a man to take care of it. As the boatman lives entirely on board and considers the vessel his home, he is generally married and has a family of children about him. These are all stowed away in the small portion of the vessel which is allotted to the boatman, and never find out a fresh habitation until they increase so much in number that the place will no longer contain them.

Upon entering the front door, you find yourself in the master's bedroom; well-stuffed couches are seen against the side on either hand, laid fore and aft. The luxury of mosquito-curtains protects the uncovered sleeper from one of the greatest, and at the same time minutest torments which afflict mankind in the East. Mosquitoes are very annoying, but their bark is, in my opinion, worse than their bite. If you

can but induce them to settle quietly on your face and take their repast, you are comparatively happy and get rid of the intolerable drone of their tiny bagpipe—but you hear one of them buzz, buzz, close to your ear for half an hour together, keeping you awake in hopes every moment of slily entrapping him if he should alight a moment from his ceaseless wing. The flies are, if possible, still more annoying; the same little household animal so friendly with us in England, becomes in a tropical climate a perfect nuisance. The perseverance of one of these gentlemen in settling upon your nose or the most ticklish parts round your mouth is really wonderful, notwithstanding the frequent attempts you make to compel him to change his resting-place. After being obliged to fly off a hundred times, he still returns, after taking a pleasant whirl in the air, and perches upon the same identical spot. At length, losing all patience, you get up and chase him about the room, until you are fortunate enough to catch him by force or stratagem, when his death follows with a kind of savage, triumphal delight.

Beyond the sleeping-room, and in the centre of the vessel, the parlour is situated. Seats and arm-chairs are arranged on each side under the windows, which are generally open, making the

apartment feel cool and airy, similar to a garden summer-house. A recess is set apart for the ghos-house, and a little lamp is kept constantly burning by the side of the tinsel and ghos-stick. Tables are arranged in different corners of the apartment, which are covered with curiosities and antique porcelain. Drawings and sketches are fastened against the wall, in general without any frame or other bordering.

Musical instruments are also hung up around the wainscoting, and present a great variety of shape and material. Those intended for use in the interior of the house are small, and the sounds produced are faint and weak, and very different from the harsh, cracked sound of the trumpets and gongs we hear at the ghos-houses. There is a kind of flute made with many holes, but without any keys, and which requires a small piece of oil-silk, similar to gold-beater's skin, to be wetted and stuck over one of the holes. It is played very nearly in the manner of the German flute, but produces a very dry, wooden tone. Many small instruments on the same principle as the guitar and violin are amongst the number; some are played with the hand, while others require a small bow to draw forth their delicious notes. The number of strings varies from two to five, but they are

all without sounding-boards or any other contrivance to add strength to the vibration. But the harmonicon of the Chinese comes the nearest to our notions of the apparatus necessary to produce harmony, and is marked with characters, indicating the different notes for a couple of octaves. It is but a trumpery affair, however, similar to those made in Europe for children. The box is shaped like that of the glass harmonicon, within which small brass wires are stretched on different lengths, and tightened by screwing them round small keys, as in the piano. It is played upon by means of two thin pieces of bamboo, with a larger portion cut neatly at one extremity, and is held between the two first fingers of either hand, thus forming little elastic drumsticks.

To the visitors who come in to see this aquatic residence a seat is offered, and a servant immediately afterwards hands round tea on a small waiter, in little cups made of the thinnest Pekin china. At the same time, a pipe is offered to each of the strangers, who are invited to join the master of the house. The newcomer is puzzled to know which one to choose, as there is a great variety of them offered to his choice. One consists of a long tube made of

a small bamboo, with a pewter or wooden bowl at the end. Others are constructed so that, in smoking, the smoke may pass through water. A very simple instrument of this kind consists of a piece of thick bamboo, with one end blocked up. A hole is bored in the centre of one of the sides, and to this is fastened the metallic bowl of a small pipe with a little tube attached, and which passes down the inside of the bamboo nearly to the bottom. When this pipe is lighted, water or other liquid is poured into the cane, and the mouth being applied to the open extremity the smoke must necessarily be drawn through the liquid. There is another kind in common use made almost entirely of pewter, and formed on the same principle. A thick part at the bottom contains the water, and terminates in a gradually decreasing tube for the mouth. A small pipe with a bowl attached passes into the water at the upper part, and goes below the surface. The whole rests upon a broad foot placed under the thick part, which causes it to rest very steadily whilst the tobacco is consuming. These instruments for the purpose of cleansing the smoke, and taking away the disagreeable acrid portion, appear to be universal in the East; and those of the

Chinese are but modifications of the hooka with its lengthy, variegated snake used by the Baboo, and the hubble-bubble made of bamboo and cocoa-nut shell, of the more humble Indian. Mixed with smoke there is generally a quantity of pyroligneous acid and empyreumatic oil, formed by the burning of the tobacco-leaf. After it has passed through water these impurities are withdrawn, and the smoke is mild and pleasant, and does not irritate the throat or cause the eyes to water. The utility of this way of purifying the smoke is of much consequence to the Chinese, as they almost universally mix opium with their tobacco.

Around the room are ornaments which must not be omitted to be mentioned. Variegated lamps are hung up at the corners of the cabin, and from the brilliancy of their colours and the variety of their tints they look very handsome. Some of the Chinese lanterns are common enough now in England, but in China there are a great many kinds of them. The largest of the common ones, about the size of fire-balloons, are very much of the same shape, and are made to draw together when out of use, for the purpose of conveyance. The smaller kinds are of the form of a lengthened drum, and shut up by pressing the top and bottom together.

The Chinaman and his lantern seem wedded together, and you will hardly find one without the other, even among the most miserable of the natives. They are placed in the streets, in the temples, in the boats, and are always found in the hands of the pedestrians who are out after dark. The force of habit was well exemplified when Captain Maxwell passed the Bogue in the Alceste. As he came up with the battery of Annahoy, the fort appeared well lighted and a brisk cannonade was commenced upon his ship, and, as he frankly owns, they were getting on capitally. However, after the first broadside had been fired upon the building when the vessel was scarcely a half-musket shot from it, the whole place was deserted and the embrasures were quickly as dark as ever.

The Chinese were thoroughly frightened, and ran off with a *sauve-qui-peut* precipitation. Instead of concealing their flight in the darkness of the night, each man took up his lantern as he had done a hundred times before, and clambered with it up the steep side of the hill immediately behind the fort. The sight of so many bald-pated soldiers with their long pigtails dangling behind them, and each with

a great painted balloon in his hand, clambering up the face of a rock, was very ludicrous, and took away any slight inclination the marines might have had to get a shot with their muskets at such excellent marks.

The after part of the clerks-boat is laid out into one or two apartments for the kitchen and storehouses, the boatman and his family sleeping on the boards during the night. When they wish to change their situation, or to go down from Canton to Whampoa, they always wait for the tide, and two men work long oars in front while one man or a woman takes the helm. The sail is never hoisted except when the wind is directly astern; and in shallow water near the banks of small streams, the boat is pushed forward by long bamboos thrust into the mud.

The apparatus used by the clerks or accountants in pursuing their avocation, consists of the Chinese slate, pen, ink, and paper. The swân-pan has been so often described, and its use is so well known, that it is merely necessary to mention, that it is knocked about with wonderful rapidity, and that the calculations made through its means are, in general, very correct. The pen used is a small brush

of rabbit's hair, the handle of which is made of a reed. It is held between the second and third fingers of the right hand, and so that it is always perpendicular to the paper. A little duck or goose made of porcelain is filled with water, and a few drops are poured from its mouth upon a small black stone slab. The cake of ink is rubbed upon this, and the liquid made of the proper consistence by mixture with the hair pencil. The Chinese are particularly neat in their manner of writing, and the chop when finished is folded up in a very pretty manner, and a grain or two of boiled rice inserted between the folds instead of a wafer.

The following will perhaps serve to give an idea of the written language, and the way in which it is supposed to have been formed, according to the authors of some excellent books lately published.

The characters, originally, are supposed to have been like those of the Mexicans and Egyptians, formed as outlines of the object intended to be expressed;—thus, the sun; the eye; a lion; the face, &c. By combinations of these simple elements, qualities, sentiments, actions, &c., were communicated, as to deceive (a double heart); (sun and

moon) brightness; sweet (something held in the mouth). In process of time these imitative characters became entirely altered, so that there is now no possibility of discovering an analogy between them, except perhaps, in a few fanciful instances.

As at present written, the Chinese language appears composed of a vast number of words, variously estimated from 30,000 to 260,000 by different writers, and each having a character or symbol peculiar to itself. Every term is indeclinable, and the only way of expressing the genitive and dative cases is by placing one noun before the other, as we do sometimes in English; viz:—the Brighton Pier, &c. There appears to be no way of expressing the plural. The task of learning such a language, of getting by rote so many distinct and separate words, each of which is necessary to form a fresh idea, would appear to be too great for human perseverance. But lately the study of the Chinese has been very much facilitated, by the discovery that all these forms of expression are compounded of 214 simple signs, which represent the grandest and most remarkable objects of nature. By the joining of these keys together complex notions are expressed, such

as 天 the great one or ruler of all, is compounded of 一 one, and 大 great; and 利 signifying benefit or interest is formed of 禾 ripe corn, and 刀 a reaping-hook.

Although formed of these simple keys, which are not so great in number but that they might be learned perfectly by a little perseverance, it must not be supposed that a mere knowledge of them alone will enable the student to understand the whole language. The ideas of the Chinese are so different from those of a European, that the latter would find a great difficulty in understanding the allusions or agreeing with the conclusions of the former; for *we* should not understand that happiness or comfort was intended to be expressed, by the union of the words tsé and nyù, which mean a son and daughter. Even in our own language, a person would not be able to guess the meaning of a compound word, by merely knowing the parts of which it was formed; as in the word understand.

This short sketch will perhaps give to the general reader an idea of the construction of the most difficult language now in use by any civilized nation. The oral tongue is much less complicated, but is at the same time much

more imperfect; to such extent, that the Chinese will scarcely answer the most simple question unless it is expressed in writing, and the officers of state always proceed to execute their commissions with large placards borne before them, stating their orders. By the latest collection of spoken words by Dr. Morrison of Macao, it would appear that the whole of them amount to but 411, and these are monosyllables. Each of them is spoken with four different accents, so that the total amount is increased to 1644, whereas the lowest estimate of the written characters made by Dr. Marshman, was 30,000. Two or three of these simple words may indeed be joined together to constitute a compound one, as in foo-chin a father, and moo-chin a mother; yet they still continue to be sounded as two separate words. This poverty of language obliges the Chinese to appear a very grave, reserved people, as they sit together frequently for a length of time without exchanging a word, and when they do speak, the sense is made out rather by observing the countenance and action of the limbs than by articulate sounds.

The material on which the characters were written was formerly very rough, as we find the

works of Confucius written with red ochre upon boards. After that period, thin pieces of bamboo were used as paper and the characters inscribed on them by means of a pointed piece of wood. In process of time the fibre of the bamboo was manufactured, and since then silk was made to receive the impression of the ink.

The paper now in use is made of cotton, the liber or inner bark of a species of morus, and, sometimes of that of the bamboo; and although very soft and fine, it will not bear being written upon on both sides. The books are now, therefore, always bound so that two leaves are joined together, similar to a volume of ours uncut. That which we call India paper in this country and so much esteemed by the engraver is very common in Canton, where it is used by the shopkeepers, to wrap up parcels of silk or crape manufacture. Even the paper with which the Chinese tea-chests are lined is in estimation by our wood-cutters and others, who take off their first impressions on it.

Leaving the clerks-boat to proceed on its way to Canton, we must just notice the appearance of the chops, which it has under its *surveillance*. They are the cargo-boats, and al-

though mere beasts of burden present one or two peculiarities which interest a stranger. The sail, for there is only one, is of an enormous size, and is managed with great dexterity. As the thick bamboos pass across the mast to stretch the sail, they leave the intervals between them more loose, so that the edge is scalloped very prettily all round, and thrown into numerous pits and depressions on the surface. This is common to most of the mat-sails, and looks very well when the sun shines upon and checkers them with numerous spots of light and shade. It has been remarked also, by old thorough-bred sailors, that these sails are remarkbly well cut and handsome; so that it would appear that the Chinese have, in this instance as in many others, shown a greater degree of taste and elegance than we generally give them credit for. It requires some little time to render you accustomed to their appearance, however, before you can judge of them without prejudice; but the beauty of the mandarin-boats and smugglers is apparent at first sight.

The hull of the chop is large, very low in front, but raised considerably at the after part. The body of the boat, having a small gangway

all round it, is shaped like the half of a cylinder laid along the centre fore and aft, and terminates abruptly a short distance from the bows. In this end, as in the clerks-boats, a door is situated with a small ladder by the side for ascending to the top. The whole of the interior except a very small portion behind is used to stow the cargo, which is passed into it through large ports cut out of the round side of the covering. When the ports are closed, the whole top appears smooth and even, so that the vessel might lie nearly over on her side without shipping any water. The boat-keepers and their families live in the after part of the vessel. These boats sail remarkably well, are very capacious, and are managed with great dexterity. In rough, windy weather you will see them running along, driving up the foam from their bows, and with their huge sail reduced by three or four reefs, and yet they will be brought up by the side of the ship to within a foot of the place intended as quietly as possible, without any of that noise and bustle observed in European craft.

From some of the largest, let us now turn to one of the smallest boats seen at Whampoa. In leaning over the side of the poop on a clear,

fine day, and protected from the burning heat of the sun by the awning spread above you, you will frequently hear a sound like that of a large grasshopper, or the striking of a musical fork, proceeding from the water. On looking about to discover the cause, you see a Chinaman, dressed in a blue frock with one of the great umbrella-hats on his head, directly under your eye. This is the barber. He is seated in the stern of a small san-pan, about ten feet long, and just wide enough to hold his body while his legs are stretched forward towards the bows. The tiny bark is just large enough to support him on the surface, and the centre of gravity being at the after part, the front of the boat is raised considerably above the water, though a large stone is frequently placed in the bows to keep the proper equilibrium. He holds in his hand a paddle, shaped exactly like a wooden spade, with which he digs his way, and as he works slowly along among the shipping he every now and then relaxes the grasp of one hand from the top of the paddle, to touch the little steel instrument which produces his well-known cry; and at the same time turns up the side of his head, so as to see from under his enormous hat whether

he has attracted any customers. No person would be tempted at first sight to trust his throat to the razor of this poor fellow, but that you feel pity for a man who can roam about to seek a living in such a small shop, when, if he were to lean at all on one side, or if you were in kindness to throw him a leg of mutton, as was the case with O' Brien, he must infallibly upset.

The razor used by these people is made of iron, shaped somewhat like our own but much more clumsily, and having a considerable weight and thickness in the blade. It shuts up, however, in the same manner, but into a groove made in a common piece of wood. They nevertheless manage to shave very well with them, and wish to complete their services by polishing the ears, &c. &c. The Indian barbers do the same, so that here again we observe a certain degree of analogy between the two nations. But instead of the two simple iron instruments used by the Indian Tom-Tom, the Chinaman has a bundle of small implements made of ivory. It is with these tickling little tools that so many of the Chinese are rendered deaf, as they are often sharp and thus imperceptibly injure the drum of the ear.

As these men are apparently so insignificant

and speak not a word of English, it might be supposed that they could do nothing to excite the wrath of the Fan-quis. But no people are watched more closely, as they are apt in their minute boats to be unperceived when they float down with the tide, and carry sam-shu to the common sailors at the head of the vessel. Boats are sent out occasionally after them, and if there is any spirit found in them, a rope is fastened to the bows of the san-pan and it is towed away, man and all, to Whampoa. The barber makes no resistance, but sits resignedly while the foreigners drag him away to a certain course of bambooing, awarded by the mandarin; but it is impossible to tell what he feels, as the whole of the upper man is hidden by his hat. Into what hole these poor wretches creep during the night it is difficult to trace; but it is certain that they remain in their pans all the day, unless when called out of their shop on business, and it is most probable, considering the habits of the amphibious portion of the Chinese, that they are merely protected, during the hours of darkness, by drawing a small mat-shed over their well-packed bodies.

Although the barber's boat is the smallest, yet there are many other kinds which are nearly

as small, and quite as devoid of accommodation. Such are the long eel-boats. These are seen creeping along shore towards evening, making their way against the tide, close to the mud. They are flat-bottomed, shallow little san-pans, just wide enough at the stern to allow a man to sit down in them, and are of a great length from thence to the bows. The enormous length of the boat constitutes its peculiarity, for when the man is seated nearly one-half of the front part is raised out of the water by the weight behind. The object aimed at by these poor fishermen is to catch small animals, such as little fish, shrimps, etc., which are left by the tide on the surface of the softest mud. For this purpose, the boat is paddled along shore with one of the wooden shovels, and when it has arrived at the proper place, the head is turned towards the bank, and being so much out of the water is easily pushed a great way over the mud. When thus placed by the side of the game, the man creeps forward along his san-pan to the farther extremity, and then is easily able to seize the object of his wishes. By this ingenious contrivance, the fisherman is enabled to reach a place which could not easily be attained by any other means, as a heavy boat

would stick in the mud, whilst a man would be smothered if he attempted to wade through it on foot.

Small boats on the Canton river, are propelled through the water by sails, oars, sculls, or paddles. The paddles have been mentioned lately, and are made of light wood shaped like a garden-spade. There is a square of wood at the bottom, from which ascends a round piece terminated at the top by a cross portion for the handle. When used it is put into the water on one side of the boat, and held by one hand on the top, and by the other about a third from the bottom. The upper hand steadies it, whilst the lower one drags the paddle horizontally backwards. After each stroke the spade is lifted out of the water, and put in again as far ahead as the waterman can reach. By the repetition of this process the boat is pushed forward; but as it would run to one side on account of the force being all on one quarter, the paddle is inclined more or less when the stroke is completed, so as to act as a rudder by the impetus already attained. To those unaccustomed to this kind of paddling it would be very awkward, as they make the little san-pan spin round and round like a

whirligig; but the Chinese manage with them capitally, and I have seen a little girl send the boat as straight as an arrow, directly against the current in the middle of the river, when an English sailor has given it up in despair, and was going fast to leeward.

As the native san-pans are all flat-bottomed they whirl about upon the slightest impulse, and it requires not a little experience, gained by repeated attempts, to enable you to keep them within bounds. Nothing is finer sport than to set a European lad, brought up to the sea, in one of these cockle-shells; one that will hold half a dozen people for instance, as there is then no danger of its being upset. When fairly in the stream, the boy takes up a paddle and attempts to shape a course, but after one or two trials he throws it down and seizes an oar, thinking he shall be all right with an instrument to which he has been so long accustomed. By this time the tide has carried him some little distance from the ship, and he uses double exertion to make up for lost time. But no cat with walnut shoes was ever more helpless on the ice than this hero on the water. At every stroke of the oar the boat turns round like a spring gun on its swivel, amidst peals of laughter

from his shipmates, and the hootings of the Chinese. At each violent exertion, first on one side of the boat and then on the other, now with an oar and now with a paddle, the distance from the resting-place is increased, and the discomfited sailor-boy is fain at last to cast an imploring look around, and rest from his labour, completely covered with shame and——perspiration.

The larger boats, such as those belonging to the compradores and the wash-girls, are managed with an oar and a scull. A man sits down at the head of the boat and works an oar, fastened, as in the smugglers, to an upright piece of wood by a cane passing round it. When out of use it is not unshipped, but merely allowed to lie back by the side of the boat. The scull is very long and is worked over the stern, but instead of being received into a groove made in the stern-board as with us, it has an iron socket let into it at the proper distance, which receives an iron spike fastened upright on the deck; so that it forms a complete ball-and-socket joint. This allows of a very free motion, has very little or no friction, and is altogether a powerful instrument of progression. The appearance of these san-

pans is, however, not at all symmetrical. They look very irregular, with an oar on one side worked by a man who is seated on the deck, and the scull over the stern projecting inwards nearly halfway to the bows, and managed by a man who is obliged to stand upright, as the handle reaches, even then, up to his chest.

The sails belonging to these small boats are very simple, consisting merely of a piece of matting of an oblong shape, placed upright on the mast and with small bamboos to stretch it. When first turned out of the hands of the native sail-maker they look very well, but in process of time the matting rots away in some places, and as the poor fishermen cannot afford to buy new ones, they are obliged to manage as well as they can with the shreds which remain. Very often no attempt is made to patch or mend the remnants, so that you frequently see a Chinaman sitting with great dignity in the stern of his san-pan, and running before the wind with a sail which is a perfect colander. Sometimes it appears a mere skeleton, with scarcely a piece of mat upon it six inches square, and yet they manage to get along well with it. Now and then you may see a small boat, having a sail made of blue nankeen; but

this does not appear to be so serviceable as those in ordinary use, as it is apt to gibe very much in light winds, whereas the mats are stiff and catch every breath. Some poor people have not even a ragged apology for a sail, but still are unwilling to lose the benefit of a fair breeze. These therefore unship the round bamboo tile or cover of their house, which is their only protection from sun and rain, and place it upright across the boat, when it forms a very fair substitute for a sail and saves a great deal of manual labour.

The Hoppo's boat is made with a house in the middle and a walk round it, very similar to that of the Lingos, but much shorter from the head to the stern. They are both painted in a similar manner, namely, of a pale yellow colour with the panels and windows brown, which makes them look very neat and unassuming. The Hoppo lives in the apartments on the deck, and his grave face may be seen peeping out of the window, while Hoppo-Jack and his family occupy the parts close to the rudder and have in addition the privilege of living on the roof. A large cover or tile, made of closely interwoven slips of bamboo, is fastened over this place, making a commodious shed, the front part of

which not being blocked up, discloses to view the mongrel inhabitants, consisting of Jack, his wife, daughters and sons-in-law, and five or six dirty children.

Besides these above enumerated, there is a great variety of other craft frequently seen, but which it would not be interesting perhaps to describe minutely. There are the wood-boats, many kinds of fishing-boats, and those occupied by tradespeople and mechanics; and the curious san-pans managed by five or six paddles. But it must be understood, that the whole of these are but an introduction to "Life on the Water," as seen near Canton, and this description will merely serve to pave the way to the gaining a distinct idea of that extraordinary place.

CHAPTER VIII.

Temperature — South-west monsoon — Unhealthiness of Whampoa—Improvidence of common sailors—Breaking up of monsoon—Heavy dews—Spasmodic cholera—Cause of intense cold in China—North-east monsoon—Paddy-lands—Marsh miasm—Mixture of salt and fresh water—Effects of want of exercise—am-shu, its manufacture and poisonous nature—Recklessness of sailors — Smuggling sam-shu—Hoppo-Jack—San-pans—Sailors' holiday—Hog Lane—Ingenious contrivance—The sailor's death and burial.

As all the parts of China to which Europeans have access are within the tropic of Cancer, the heat during a part of the year is excessive. At the time when the south-west monsoon prevails, from April to October, when the wind comes directly from the hottest quarter, the thermometer rises frequently as high as 96° or 100° in the shade, and every means must be used to protect the body from the burning rays of the sun. The country, as

has been mentioned, is for miles on either side of the Canton river low and swampy, and very properly laid out in paddy-fields, as the rice requires for its proper cultivation, a great deal of moisture and a very considerable degree of heat. But that which is so necessary for the health, and in fact for the existence of the vegetable, is highly injurious to the animal. While we see the grain flourishing, and rearing its head with strength and vigour above the surface, we find man depressed and too often sinking beneath it. This applies of course only to the foreigners; the Chinese are, like the paddy, indigenous to the country and therefore habituated to the climate; but the stranger seems faint and depressed, and out of his proper element.

How often has it been said, that man is the only living thing, animal or vegetable, which can accommodate itself to any vicissitude, can sustain the cold of the frozen regions at the North Pole, or the yet more injurious heat on the Line? It is true that he can do so; but it is only after he has seen hundreds of his fellow-creatures fall beside him, that he finds himself left with a shattered constitution, like a ship-wrecked sailor on a barren shore. If men

could pass about the world from one extreme of temperature to the other with impunity, Batavia would not be called "the grave of Europeans," and there would not be so many white spots on the barren sides of the hills in Danes and French Islands at Whampoa.

The combination of great heat and moisture has always been considered most injurious to the human constitution, the fertile source of the most dangerous maladies to which we poor mortals are subject. Accordingly, at Whampoa, when the sun has its greatest power, typhus and remittent fevers are very common among the crews of the Indiamen and carry off great numbers of the sailors. The Jack-tar is the most improvident creature upon earth, almost a baby as to foresight and prudence. He requires to be as closely watched as a child, and directed in the most simple and ordinary avocations. Notwithstanding the frequent warnings which are given to him by his medical attendant, he follows as much as he possibly can the bent of his own inclinations, and gives way to every kind of gratification which he can possibly compass. The effect is that he falls a prey to those dreadful diseases which are endemic to the place. Hardly a day passes, but the flags are lowered

half-mast, and we see the little simple procession attending the remains of a departed seaman.

At the breaking up of the monsoon, the weather is still more dangerous. The sun has its full power at mid-day, while the evenings and nights are piercingly cold. Seduced by the warmth which has prevailed during the afternoon the careless sailor stretches himself at night upon the deck when it is his watch below, and frequently is carried from thence in the morning to his hammock. The water which has been drawn up from the river by the heat of the sun is deposited in the evening again when the air has cooled; the whole surface of the paddy appears covered with a dense canopy of fog, and the decks are as wet from the dew as if from a recent shower. Then it is that the watch on deck is arrested in his solitary walk by the clammy finger of disease. The mort-de-chien, or spasmodic cholera, although of rare occurrence, yet frightful enough anywhere else, is here truly terrific, and if the complaint be not quickly ascertained and promptly attended to in the most vigorous manner, generally carries off the patient in the course of six or eight hours. It is hardly possible to walk the deck

for an hour on these nights, without feeling a sensation of numbness in the limbs, while the exposed portions of the skin become cold and clammy. Cholera is one of those diseases which, it is fortunate to be able to say, is under the control of the medical man if he be applied to in time, but is absolutely out of his power when it has made any advance.

The French have lately conceived the idea, that the Chinese are nearly exempted from this frightful disease, by their habitual consumption of the tea-plant;—under this notion of tea being an antidote to cholera, a much larger quantity is yearly imported into France than formerly, and the infusion is becoming a much more common beverage than heretofore.

The changes of the seasons always produce an alteration in the character of the prevalent disorders. Thus in England, we expect to find cholera and liver affections in the summer, but during the winter pulmonary complaints and other diseases which are caused in a great measure by the cold are much more frequent. This is the natural effect of the difference of temperature, which, when sudden or unprovided for, is always injurious to the feeble human frame. In China we observe the same thing.

Perhaps there is no country in the world which is more subject to great changes of temperature than China; the heat during the summer season being intense, whilst in the winter the cold is excessive. This would not be known altogether by observing its position on the map, as many parts of it differ in this respect from those in the same latitude in Europe. M. de Humboldt accounts for it, by its being placed at the Eastern extremity of a large continent. After the north-east monsoon has set in, generally after the beginning of November, the winter season commences. Those places which before were oppressive from their heat, are now intolerable from the cold. The bleak winds pour down upon the shipping from that chain of mountains which run some miles off, parallel with the river. In their course they pass over the flat of the paddy-lands and the numerous divisions and windings of the stream. No situation could be more favourable for the production of marsh miasmata. Accordingly, we find at this season ague prevail throughout the fleet; sometimes every man on board is more or less afflicted, and very few escape without feeling symptoms of this obstinate complaint.

The immediate cause of ague appears to be

universally acknowledged to reside in a subtle poison mixed with the effluvia of marshes, and hence termed "marsh miasm." But what this actually consists of has never yet been ascertained. It is supposed by some to be a form of vegetable matter in a state of decomposition, and, although it has been said to have been separated and condensed by cold into a liquid, it is still considered by most people to be beyond human investigation. There have been many opinions, also, with respect to the nature of the soil which produces this obscure principle so injurious to health, and the laws which govern its progress and action. It appears to be generated in the greatest abundance in those parts which are of a slimy consistence, where the sun can act with great power, directly upon the wet soil; for it is found that when the marsh is completely overflowed, the morbific principle ceases to be generated.

In making observations, and gaining the opinions of some of the most experienced members of the profession residing in the East upon this subject which has always been a matter of great interest, I am inclined to think that the most unhealthy parts are those where the marsh is formed, in addition to the vege-

table matter, of a mixture of salt and fresh water. Those towns situated on flat, low ground at the brink of the ocean are, therefore, the most likely places to be afflicted with this plague. Batavia is never free from it, and at Singapore agues and remittent fevers are always to be found. Along the banks of the large rivers, also, the same cause may operate, in a greater or lesser degree according to the nature of the banks and the level of the surrounding country. Accordingly, miasmata have deadly influence at the Delta of the Ganges, on the paddy-grounds of China, and on the low banks of some parts of the Thames. It is not pretended that marsh poison is never generated, except when there is a mixture of sea and fresh water, for that would be disproved immediately by the fact of its arising in certain inland places where it is impossible that such causes could operate, as in the fens of Lincolnshire or in the Pontine marshes of Rome, which are so many miles distant from the ocean. The intention is to show, that the changes which are undergone in the marsh for the production of this subtile poison are very much facilitated and accelerated by this state of the fluids. If we suppose that marsh miasmata are produced by the decom-

position of organic matter in a semi-liquid portion of the earth, a certain proportion of salt water added to it would increase the decomposition. Few land-plants will thrive on the beach, and the vicinity to the sea is the cause of the stunted vegetation which is almost universal along the coast. Therefore, we may suppose, that the noxious gas, on account of the more rapid decay of the vegetable, is more freely and more quickly poured out, and thus produces much more severe effects in those particular localities. If we discard altogether the belief that marsh miasmata depend upon any undue mixture of deleterious gas with the atmosphere in marshy places, and consider that they are caused, according to the latest theory of the French, by a diseased secretion in the marshy vegetables, it may still be supposed that the same causes may so operate to produce disease of the living, as to hasten the decomposition of the dead plant.

Marsh miasm, which is the exciting cause of ague, may be very obscure, but the predisposing or remote causes, by which the body is rendered fit to receive the unhealthy impression, and without which it would be very doubtful if it could act at all, may be quite apparent. The

common sailors in the ships lying at Whampoa are the most subject to disease, and many circumstances tend to debilitate them, and thus render them liable to be attacked by the endemic maladies of the place. The constitution of Europeans is not fit to bear up against the oppressive heat of the summer season, and they, therefore, feel weak and languid, especially if they have in addition been residing on the coasts of India before their arrival in China. After toiling in the noonday heat unloading the vessel, they suddenly, when the cargo is all delivered, are reduced from a state of great activity to one of almost absolute quietude. For, when the ship is painted and the hold put to rights, there is nothing left for them to do which requires active exertion. This want of exercise is shown to be one of the principal causes of the attack of ague, from the fact, that during the whole time after delivering the cargo, intermittent fevers are very prevalent, but, as soon as the teas come down and the stowing commences, there is scarcely a case to be found on board that ship.

When, to the sailor, in this state of inactivity and exhaustion, the cold weather makes its appearance, the change cannot be supposed to ope-

rate favourably. Cooped up in a ship for months together with little or nothing to do, the mind becomes depraved and every excess is indulged in. No provision is made against the change of temperature; very often without sufficient clothing for the cold weather, after residing so long in a hot climate, the careless sailor stretches himself upon the deck amidst the dews and frost, in the same manner that he did during the calm, hot nights of summer.

But the principal cause of the mischief is to be found in the indulgence in spirituous liquors. The Chinese manufacture a kind of arrack, made chiefly from rice, and which is called Sam-shu. The ordinary mode of preparing it is as follows:—The rice is kept in hot water until the grains are swollen; water is then added to it, with which a preparation called "Pe-ka," consisting of rice-flour, liquorice-root, aniseed, and garlic has been mixed. This hastens fermentation, and imparts to the liquor a peculiar flavour. This liquid, if prepared in the foregoing manner, would be highly pungent and stimulating, but would not occasion those deadly effects which appear to be produced by the ordinary sam-shu. It is most probable that the Chinese add other more deleterious

ingredients, such as cocculus-indicus, to that which they supply to the sailors, as it has been considered of such an acrid and destructive nature, that an order is always given by the admiral to the officers of the ships belonging to the Royal Navy, which are about to proceed to China, to guard as much as possible against the introduction of sam-shu among the crews, as it is "found to be poison to the human frame."*

Every precaution is taken for the same purpose on board the Indiamen, but with very little success. Jack will have his grog cost what it will: moderation is out of the question, and it is not infrequent to find a man in a state of 'happy freedom from care,' for a whole week together. It is a common expression among these sons of the ocean, when they are rolling up to the gangway to the cheerful call "Grog-ho," "Give me my grog, and I don't care if I die the next minute," when perhaps the ship is in the most imminent danger at the time. To show the recklessness with which, when excited, they will swallow any thing of a stimulating nature, I recollect that a man told me one morning that he did not feel quite comfortable in his stomach, when upon in-

* J. Johnson on Tropical Diseases.

quiry I found that he had actually swallowed on the previous evening a basinful of cajeput oil, which had been bought in the Straits, and which consisted for the greatest part of oil of turpentine.

It is astonishing to see with what ingenuity the sailors manage, in spite of the utmost watchfulness, to get the sam-shu on board. The tar seems to forget his nature, and proceeds, for once in his life at least, with a little caution. Hoppo-Jack is very often an agent in this business, and manages matters so well that he is rarely suspected. This tall, grave personage stalks about the decks whenever he pleases, and whilst in the very act of doing the "pidgeon," appears as innocent as a new-born babe. But the chief way in which it is brought on board is by means of the little san-pans mentioned before. They drop noiselessly down with the tide and then hang on by the hawse. The sailor above is ready to receive them, and generally lets down a bucket containing the money, and, after the Chinaman has exchanged it for a bottle of the forbidden liquor, draws it up again to the deck. Even this way of cheating the watch on deck is not always successful; for, occasionally, the bottle

is seized by a sharp-eyed youngster, just at the moment it has made its appearance above board, and hurled without mercy into the water. If successful, the glassy reservoir is stowed away in some secret corner, and its contents served out with all due decorum, amidst singing, dancing, swearing, and fiddling, not to forget smoking.

After the ship is unloaded, parties of the sailors are sent up to spend the day in Canton, under the protection of a junior officer. Each man goes up about twice during the season. Some few come down loaded with trumpery knick-nacks, but the generality loaded with liquor. In Canton there is a place, a long, close alley filled with small shops, somewhat like those of Field Lane of pickpocket celebrity, where the common sailors are entertained for their money. In this delightful promenade, having the picturesque title of Hog Lane, Jack-tars are to be seen in dozens, rolling about with all the unsteadiness of a south-wester. These men act in the same manner here as they would at Shadwell, or Blackwall, and feel no inclination to put to sea until all their money is exhausted. The Chinese understand this, and drench them with their abominable sam-shu, feeling no drawback

from the stings of conscience; as after all, if their customers die from it, it is nothing but the death of so many Fan-quis, and Fan-quis without money, too, which makes them much more intolerable. After these drunken sailors are collected together, which is a work of no small labour, they are huddled into a boat and taken down to Whampoa in the cold damp of the evening.

A day spent in this manner is surely enough to injure the constitution of the strongest man; and, when we consider that the carouse is often kept up for days together after they get on board, it is no wonder that so many of them should suffer from the endemic diseases. The sam-shu required for this purpose is often brought down from Canton, by various devices of their own. Every little tea-caddy would have some in it, if a search were not regularly made. One of their favourite schemes is to bring it down in bladders, which they secrete about their persons. Their friends in Hog Lane supply them with these, and their ingenuity is of great service in stowing them away. The four or six men who row the gig with the captain to town have the best opportunities of managing these matters,

as they are much trusted, and go very often. A clever plan which they have adopted now and then to obtain a sea-stock of grog is to fill the ballast-kegs with it. The captain's gig is generally supplied with two or three small painted barrels which lie at the bottom of the boat, and are usually filled with water for ballast. When not wanted the water is emptied out, and they are then very conveniently moved about. These men have sometimes to return by themselves from Canton, at which time the place of the water is supplied by sam-shu, which is taken into the ship without suspicion.

These and other devices are adopted to obtain that which very quickly saps the foundation of health, and brings the sailor to his last and final anchorage. When this event occurs on board a ship, the ensign is immediately lowered half-mast, and this signal is soon followed by the vessels around. Jack then has the luxury of being buried ashore, instead of being launched headlong into the abyss of the ocean. A contract is entered into with the native owner of the ground, who prepares a grave to receive the defunct seaman on that little hillock which, as has been noticed before, runs down to the bank of the river on Danes Island. The charge for

this small portion of land, six foot by two, and the trouble of digging it, is twelve dollars, and must be very profitable to the owner of the ground.

At a certain hour on the following day the ceremony commences. The ship's bell begins to toll, and the corpse, sewed in the hammock and rolled up in a spare ensign, is lowered into a boat. The midshipman steers towards the shore, while a small union-jack waves above his head, as it floats in the breeze from a small mast at the bow. At a little distance behind follows the gig, containing the chief mate and the medical officer, and having the same kind of flag in honour of the dead. Landing at the place of burial, the body is borne up the side of the hill on the shoulders of four of the shipmates of the departed, the grave is found after a little search and inquiries among the Chinamen who may happen to be present: the short service is then read, and quickly the ground is smooth and even over the mortal remains of a fellow-creature. When the little tumulus is raised, a messmate tears a branch from a neighbouring bush and plants it upright on the grave, leaving this frail, leafy memorial to wither and decay, but yet perhaps much more slowly than the memory of the deceased.

CHAPTER IX.

Navigation of River Tigris—Progress to Canton—The dollar-boat—Fishing-stakes—Banks of river—Mountains—Whampoa Island—Nine-story pagoda—Country pagoda—Smuggler's battery—Water treadmill—River-craft—Junks—Passage-boats—San-pans—Cheap travelling—Fruit-women—Wildgoose-chase—Insolence of natives—Horror of foreigners—The foreign ghosts—Ghos-pidgeon—The halfway house—Halfway pagoda—Ghos-house—Divarication of the stream—Currents of wind—The windward passage—Fruit-banks—The Chinese Blackwall—Sailmaker—Boat-builder—Chop-house—Mandarin-boats—The floating islands—The leeward passage—The creek—Dangerous route—The Canton fishery—Accidents from the fishing-stakes—Infanticide—Maternal tenderness.

THE city of Canton is about thirteen miles higher up the river than Whampoa. The stream beyond the latter place is not very navigable to Indiamen, but is so to the large junks although frequently of one thousand tons bur-

den, on account of their being perfectly flat-bottomed and thus drawing but very little water. The usual way of going to the city is by the ships' boats; but there is another mode of conveyance which is very tedious, on account of the stoppages to which the boats are subjected by the local authorities. This is by the dollar-boat; a rough, creaking vessel, with a house and chairs for the accommodation of the passengers. Five or six dollars are paid to the owner of this rickety machine to land you safely in about six or eight hours on the stairs of Quantung. It is very seldom that this way of travelling is preferred, as the vessel is obliged to stop at every chop-house on the way, in order to get the passes renewed; so that a ship's boat might be there and back in the time which the native one takes in going. The usual time occupied in running up or down in a ship's cutter is about two hours and a half, but the captain's gig will in general make the passage in a much shorter time. It occasionally happens by ill luck or bad management that the tide is lost in returning from the city in the evening, when the poor little bark seems absolutely bewildered amidst the numberless craft with which some parts of the river are choked,

or is completely entangled among the nets of the fishermen, which frequently stretch across the greater part of the river.

The banks of Junk River are rather higher than those of the Tigris, but laid out for some distance up the stream in rice-grounds, interspersed, according to the nature of the soil, with groves of plantains and orange-trees. The same chain of mountains is still seen some distance inland on the right-hand side of the river, while, on the left, you have the wooded island of Whampoa, with its country-houses and small pagoda peeping above the trees. At some distance farther on, the large, handsome Whampoa pagoda stands upon a small eminence at the junction of the two streams.

Although in general flat and low, the river scenery at this point is still very interesting. The stream is clear and broad, spreading out every now and then, and winding about to form bold and open reaches. As it proceeds, it gives off its three or four minor branches on the right, their open mouths forming distinct and pointed little capes with the bank, while over the green stripes of paddy-land are seen the mingled masts of the smugglers, like so many of the reeds and bulrushes which partly hide

from the sight the distant blue and yellow hills.

Whilst sailing on quietly with scarcely a ripple at the stern, you appear to make no progress, as you may still observe some of the objects in the same position with regard to you for half an hour together, far over the grassy bank on the left. Still you know that you are proceeding very fast, as you are leaving one pagoda after another behind you, though the same white and yellow patches continue to dodge you abeam. Gradually these phantoms approach you, and you discover them to be the tops of the sails of Chinese and foreign boats, sailing along, as you fancy, upon the land. As you proceed, however, more and more of their fair proportion is seen, until upon rounding a point you have them completely brought into view, and perceive that they are sailing upon the water in the common way. You have then arrived at the junction of the two large streams, and these boats have merely taken another route to Canton from the top of Whampoa Reach.

As the streams run for some distance nearly parallel before they unite together, while the slip of paddy-land between them is low and

flat, the sails of the boats in either river are seen creeping along while the hulls are completely hidden. The stranger is generally very much struck with this appearance. Another thing which he cannot help noticing is the sudden extension of the prospect when the rice is cut. Living almost constantly on board ship, the eye soon becomes accustomed to the appearance of the surrounding country, and every object is familiar which is to be seen above the grain. When the harvest has taken place and the whole of the paddy cut and gathered in, the surrounding country appears considerably lowered, or you fancy that the river is raised some feet above its usual level. Hidden streams and tiny canals become then revealed far away inland, and you perceive for the first time multitudes of boats and wigwams, the existence of which you had never before suspected.

A strong battery is built just at the junction of the streams for the protection of the two rivers, and was erected some time back at the expense of a Chinese who was convicted of smuggling; for this he was fined a heavy sum of money, and to ensure his repentance the dollars were ordered to be devoted to this

work: thus making the man who had been foremost in breaking, hereafter one of the greatest defenders of the laws. Its guns are pointed, if they can be pointed at all, particularly against the smugglers who frequently take this route. Their grand rendezvous is a little lower down, nearly opposite to the small Whampoa pagoda, so as to be ready to proceed down any of the little creeks which enter the main stream frequently as low as Second-Bar.

There is very little to excite curiosity on the banks of the river, with the exception of a native here and there working at his water treadmill, and a straggling village or two, with its lofty ghos-house; the attention is for the most part given to the various and curiously-constructed craft among which you are steering. Large lumber-vessels, loaded so that the gunwale is but two or three inches above the surface of the water, are wafted along by sails, which appear as if they had formerly belonged to the garments of Confucius, and left unmended on account of their antiquity. As you come up with them you see the gay sterns of the junks, with their thousand demons grinning at you from above, while some which

are intended for the accommodation of passengers, are adorned with variegated lanterns and many-coloured streamers.

At all parts of the route, you may observe men paddling along the banks in their little sanpans, while their great umbrella-hats do not move in the least, if the most unusual sounds are made close behind their sedate and stolid owners. Curiosity appears to form but a very small part of the character of a Chinaman, and the little which does exist, is completely restrained by prejudice. At first, it is a matter of no small astonishment to see these men creeping about with the same kind of unconcern, miles away from any apparent residence on the land, as if they were passing from one boat to another. But the fact is that their mode of travelling is very cheap and independent. They live chiefly upon the fruits, not of the land, but of the water. Whatever garbage they can pick up as it floats upon the stream is mixed with a little rice, and a draught of what they may very properly call the sustaining liquor. Tea, however, is in very general use among them, the most wretched of them all managing to obtain a supply of this refreshing vegetable. To consume this delicious repast

in peace and quietness, the Chinaman pushes his flat-bottomed san-pan among the high grass at the edge of the water, and, after finishing his chow-chow, can enter his sleeping-apartment by popping his head under the little tile which serves so many purposes.

Girls, also, come out in their small boats for the purpose of selling fruit, such as oranges and plantains, to the passers-by. These women are remarkably strong, and manage their san-pans so well that I have occasionally seen one of them with a single scull at the stern, come up with a four-oared cutter, and keep up the chase as long as she thought there was a chance of selling her stores. Their perseverance is so great, that it sometimes used to form a good joke with some of the younger Fan-quis to pretend that they wanted to purchase some fruit, and slacken their boat to let the girl come up, but gradually increasing their pace the nearer she approached, until at length they were obliged to give way in real earnest as they did not wish to be overtaken. Tired at last with the useless labour the female desisted and dropped astern; but no sooner was she at a little distance than those in the foremost boat left off pulling, and beckoned her to come up

again. The poor girl again set off, and when pretty near cried out once more, "You want-shee fruit, all same plantaine, all same orangee?" But to no purpose, a hand was extended over the stern as if to take hold, while at the same time the rowers exerted all their strength to run away from the tempting prize. Thus matters proceeded off and on, until the damsel was carried a mile or two away from the place where she first set out on this wild-goose-chase. However, not to die unrevenged, the Celestial greengrocer, in her wrath, uttered against the fleeing traitors divers maledictions in the purest pathos of the Chinese, among which the word "Fan-qui," frequently repeated, could be alone distinguished; and, after these were expended, many curious phrases intended to be English, which it would be as well not to repeat. These latter generally caused a roar of tumultuous laughter from the foreigners, which it would have been impossible to repress, and in which the poor deluded victim could not help joining, however sorely vexed before. It is but justice to add, that at this time the fruit would have been purchased, and thus honourable amends been made to the suffering party, but the reparation came too late, and in

spite of all the calling and beckonings, the tawny maid kept at a distance, and merely answered, as she stood up in her boat, showing her pearly teeth as she grinned with a good-humoured smile, "No can," which, translated into the best London English, means, "I wish you may get it."

The size of the vessels increases on the whole as you proceed nearer town, and they frequently contain many families. These large floating islands are generally moored in the middle of the stream, and, as you pass them, the people on board turn their grave, vacant faces towards you from out of the numerous windows and door-places.

Here the natives are in their power, and, therefore, are not content simply to stare and grin at you, but try other means of annoyance. They pass their jokes, which cause their companions to roar with laughter, and make you cut a very sorry figure. This passing unrevenged, they hoot and point at you, and sometimes proceed to throw, not dead rats for those would be too valuable, but any thing that they cannot possibly eat, which they may happen to have near them. When they have gone this length the

British lion is often roused within the breasts of the Englishmen, and they have, occasionally, run the boat end-on among them, and headed by a midshipman, have boarded the boat's crew in the midst of fifty or sixty of these pigtailed gentry. Surprised at their boldness, the Chinese have retreated and actually delivered up the offender. The Europeans have then taken justice into their own hands, and amidst this host of quivering, wondering enemies, have tied him up to a convenient post, and given him a good round dozen with the rope's end. A slight specimen of this kind of decision sometimes does a great deal of good, and teaches them to behave better for the future. The poor culprit is then left to be untied by his awe-struck companions.

Other circumstances occur, also, which compel the stranger to remember that he is in a curious, and at the same time not very friendly country. Thus, you will frequently see the mothers in the boats holding up their babies to see the Fan-quis as they pass, just as with us they are apt to do, when they show a child a chimney-sweeper or a Sambo, if they wish to quiet them when they cry or to make

them cry when they are quiet. The child seems to open its eyes with astonishment, and to imbibe the prejudice with its mother's milk.

Another very pleasant thing, but which makes you feel, like Captain Manuel, rather uncomfortable about the neck, is to see a little urchin or two, as yet unbreeched, standing upon its tiptoe, and making its little pigtail shake about in the air, as it holds up one closed hand, while the other is made to pass open and horizontally a little way below it. This is a beautiful and well executed dramatic representation, tending to show that if the tiny copper imp could get hold of you, he should have great pleasure in holding you up by the hair of the head, whilst he was cutting your throat. This kind of handicraft, to which they are so early apprenticed, is taught them by their parents, to keep up, like the swearing of Hannibal, the family hatred, and is accompanied by certain wild and demoniac cries, which would almost make you believe the doctrine of Whitfield, "That there were devils in hell only a span long." The word "Fan-qui!" "Fan-qui!" is frequently repeated during these performances, by both old and young. The word, in fact, is derived from a superstitious notion of the na-

tives, who consider us ghosts or wandering sprites, "Fân-Kuei" being translated by Mr. Davis as "foreign ghost, spirit, or devil."

These disagreeable feelings are strengthened, as you proceed among the curious and mingled mass of shipping, by the baskets of crackers which fire and pop close to your ears and seem as if they were inexhaustible, while flaming papers blaze upon the water as they are carried down by the stream. A time comparatively quiet is broken the minute after by these sounds, and the clash and clamour of gongs and other delicate music, relished indifferently by those who have and those who have no ear, for one of the greatest sources of consolation for the many ills of life. The first journey up to Canton has made such an impression on me, that I think it never could be erased if I were to live for a thousand long years to come. You feel perfectly awed and overcome, and, although habit may somewhat abate the astonishment after frequent visits, a person would be excused, if upon his first progress up to Canton he should really believe that he was at the entrance of Pandemonium.

As it is sometimes a very serious pull up to Canton, some halfway house is usually chosen,

where the boats' crew may rest upon their oars, and recruit their strength a little for the rest of their journey. A bottle of grog is always given to them before they leave the ship, being stowed away with great care lest it should be broken, and is served out with all due decorum, when this short respite is allowed from labour. Jack never allows any privilege to escape him, therefore claims exemption from duty and to have his regular modicum, even if he has not put an oar into the water all the way. This is all very fair, but the difficulty is to settle the exact spot which is midway between Whampoa and the city. The sailor, resorting to his usual custom, looks to the bearings, and even the most impartial among them differ whether it be exactly abeam the little red ghos-house on the right, or just at that exact point when you can see daylight through the Great Halfway Pagoda.

There would not be much altercation between these disputants, if it were not for that little sly-looking rascal who has the bow oar, who insinuates that the proper place is considerably before you get either of those bearings.' Now, his argument is completely overthrown by the fact, that when he is coming back again the same way, he does not wish to wait until he ar-

rives at his old place, but wishes to insist upon the grog being served out, as far on one side of the red house as he wished to have it on the other in the morning. As the matter is left entirely for the sailors to settle among themselves, it might be supposed that there would be an endless discussion; but no such thing occurs. The slightest hint of impatience on the part of the officers settles the affair, and Jack has his quid out and in again, with the spirits between, in a moment, without caring a fig for the when or the where. The only particulars worth recording in regard to this spirited dispute, relate to the pagoda and ghos-house therein mentioned.

The Halfway Pagoda is a fine building nine stories in height, situated some distance from the water, on the left-hand bank of the river. It is an excellent landmark, as it may be seen nearly all the way up and down, and in certain situations the large windows on either side are in a line, so that the light on the other side may be seen, which gives the building a much greater appearance of lightness and elegance than it would otherwise possess. The Ghos-house is a small red, irregular building, not without an appearance of beauty, which stands by itself on the edge of the water, encircled by a few

gnarled and stunted trees. No window is to be seen, and only one small door which is covered with hieroglyphic characters. Beyond it and situated some distance inward is a very pretty village, the curiously-marked gables of the cottages being nearly hidden among the foliage of a grove of fruit-trees.

A mile or two farther on, Junk River, in the language of a recent mystic writer, *divaricates* or splits into two large streams, to encircle an island which is nearly covered with warehouses and workshops. At the point of forking the Chinese have erected another large battery with a great number of heavy guns, which commands the two entrances, as the building is of a semicircular shape and is situated upon the very point of the island.

It is a matter of dispute which of the two passages is the more direct route to the city, but that on the right hand is generally preferred when the sails are set, as the banks are lower, and, therefore, the wind is not so much impeded. There is a singularity, however, with regard to the wind in this place, which is rarely observed elsewhere. The breeze at certain parts of the river comes in gusts, so violent at times as to make you fear the boat will be upset. The

little craft is upright one moment and scarcely moving through the water, the next, lying over on her side, hissing and spinning along, with the water coming in over the gunwale. The same thing is observed on the Thames and the Severn, but there you are able to account for it; as you see a chasm in the land or an opening in the hills just at the place where the wind comes from, and you rightly suppose that it rushes through the vacancy when it is impeded by the high ground on either side. In the Canton river, on the contrary, the puffs come on when the banks are low and flat for some distance from the spot, and we are obliged to suppose that the monsoon is, somehow or other, thrown into these curious currents by passing over the top of the blue mountains far away inland.

The sides of some points of the river are raised considerably by human labour, as an embankment to prevent the water overflowing the low paddy-ground beyond. Sometimes, this barrier is but a thin ridge of earth running by the side of the stream, with the water flooding and undermining its foundation. Groves of plantains and orange-trees are planted upon these banks, and thrive well, as the roots often

pierce through and are washed by the water. Although exposed to every passer-by, these trees are yet well respected and the fruit arrives to a considerable degree of perfection.

Taking the stream on the right-hand side of the island, you move along and soon have to dispute a passage with the crowd of boats of all classes which choke up the river. Here you may fairly be said to enter the floating world; for although the river widens considerably after passing the island, yet this may be considered a closely-populated part in the suburbs of the great city.

The workshops and warehouses are crowded upon the water's edge on both sides, with platforms and wooden stairs leading to the boats and rafts which, side by side, line the bank. Here is the mat-sail-maker, with his extensive, barn-looking buildings like so many sheds and outhouses. The space before his house is loaded with rushes, while workmen are seen by dozens squatted upon their haunches, toiling away with their packing needles upon immense sails which seem large enough to cover a small lawn. By his side is the boat-builder, known by the large rafts of bamboos which float before his door.

Opposite, and in direct contrast to these dingy materials, is seen the Chop-house, built upon high and well-shaped piles. This is a light and airy summer building, with its double slanting roof supported on tall and graceful pillars; the balcony in front disclosing three or four mandarins in embroidered dresses, with their grave, magisterial countenances peering through the open lattices of the finely-worked verandah. From this highly decorated portico, a flight of regular wooden steps leads down to the water, and the numerous gay mandarin-boats attendant upon the stationary officer. Some of these barges are decorated with great taste, and, allowing a little for national prejudice, would be fit for the gayest water gala, or the residence of the Queen of the Fairies. Their light, thin roof, festooned with crimson silk and edged with gilded carving, is supported by a tall, round pillar at each of the four corners. The seats and couches within are covered with blue and scarlet velvet, while the boat itself is made of the hardest wood, shining with a brilliant polish in those parts which are not carved and painted with the brightest colours. The whole arrangement of the gondola corresponds with the apartment

of the grandee. The men are dressed in cloth of a fine texture, and their chip caps are painted with flowers and figures. These vessels are intended for the accommodation of some of the more important mandarins and hoppos, as barges to take them to and from the city. It would be impossible to mention every kind of boat of this nature as they vary so considerably in size and ornament, but some I should think could not be surpassed in beauty or richness by any effort of European art.

The chief things which impede the navigation of this part of the river are the immense rafts of timber which are moored along the banks ready for the use of the builders. They appear as part of the mainland, and it requires no small skill, frequently, to avoid running foul of them. Two or three of the poor Chinese have charge of this store, and, therefore, erect a little wigwam or two upon the logs. As they find their new territory too large for their own entire occupation, they allow a certain number of their privileged friends to occupy a portion, so that you may frequently see the floating island supporting many native huts, with children and dogs playing about together upon it.

These rafts are occasionally moved from one place to another, when it is astonishing to see with what dexterity one or two men will direct their course as they float down slowly with the tide.

After winding your devious course through this intricate passage, you find yourself emerging again into the open stream at the other end of the island, and are then fairly in that part of the Canton river which may properly be considered the floating city.

It will be as well now to turn back a little way, and take the other passage on the left-hand side of the island. The banks in this stream are not so crowded with human habitations, but still have all that unfinished appearance which characterizes the country in the immediate vicinity of a metropolis. Into this part of the Canton river enters or emerges a small creek, which runs a nearly straight course, and terminates some little distance above Whampoa. This little canal has received its name from the number of flower-boats which used formerly to be stationed there; but, though these houses are not to be seen there at the present time, they have given a character to the place. This channel is considered the

shortest way to Whampoa from Canton, but is very little frequented by Europeans for one or two reasons.

Even at high tide there is but just sufficient water to float a foreign boat, but when the current has completely ebbed the greater part is left dry, while the remaining portions are like so many distinct and separate ponds. The officer who, not thinking of this circumstance, unguardedly pushes his boat up this channel to make the best of his way, has the mortification perhaps of finding himself left high and dry halfway through, without a possibility of advance or retreat. It is vexatious enough of itself to be obliged to wait for six or eight hours on shore, but it amounts to an affair of considerable moment, when we consider what has frequently taken place on such occasions.

The stream, as before mentioned, is very narrow and is bounded by high banks, upon which are built the cottages of a great number of the lower orders of Chinese. These people, seeing a Fanqui-boat come up the creek by itself, begin to hoot and call out after it. This is taken no notice of, but frequently stones and lumps of earth are hurled from the high banks by the natives. Very little damage is feared,

however, from these attacks, while the boat is moving rapidly through the water; but, as soon as she is impeded in her progress, the people collect on the shores and mob her in real earnest. The missiles are then sent with redoubled energy, and with good effect, as there is nothing to prevent a deliberate aim being taken. It would be of no avail to land the men and set them to fight the people; upon the slightest symptom of any thing of that kind, the crowd vanishes and returns to the charge the next minute. The Chinese have the complete advantage over the strangers, and no doubt consider the boat in the light of a great shark which has run itself into shallow water, and think it good fun to torment and worry it, being prevented by its huge jaws alone from approaching sufficiently near to give it the exterminating blow. Thus serious rencounters have taken place, and life has been preserved by keeping these cowardly natives as far off as possible, until the water is again high enough to allow the boat to proceed.

Beyond the opening of this little creek, the stream is almost blocked up with the stakes and nets of fishermen. This is the fishery which in a great degree supplies the city, and

is very extensive. The stakes are planted across the river from the left-hand bank, at short intervals from each other, nearly to the opposite side, leaving only a small space for the passage of the boats. Between each pole extends a rope from which the nets depend to the bottom of the water. These nets, which completely strain the ebbing and flowing tides, are arranged in rows about fifteen yards from each other. Attempts have been made, occasionally, by those who have returned, perhaps a little excited by liquor, from Canton, to run the boat stem on towards them, and thus force a passage in the middle of the river; but not always with success, while the hubbub and clamour which it has excited, have rendered it any thing but a safe experiment.

The main point is to avoid them altogether, in returning from Canton in the darkness of the night. A boat might easily be caught with the nets as securely as the fish, and perhaps the boatmen hung up like them to dry. An accident which is very likely to happen, however, unless a very sharp look-out is kept ahead, is to find the boat suddenly upset, and yourself over head and ears in the water. The obscurity

of the night may prevent your seeing your proximity to the fishing-stakes, and, before you are aware of it, the top of your mast may be taken by the rope which extends between them, and by the impetus previously acquired and the force of the tide, she may turn her broadside to the current, and be pressed down beneath the surface; or, you may as suddenly miss one of your companions, who has been taken under the chin, and the boat still proceeding has been quietly dragged over the stern, holding on, like grim death, to the rope which is at once his bane and antidote.

I have observed nothing else on this side of the island which is particularly worthy of remark, with the exception of seeing a dead child or two tied by the neck to the bank; the rope preventing them floating away with the stream. It is impossible to tell why they are disposed of in this manner, or whether the children were alive or dead when they first underwent this combination of hanging and drowning. We know that it is a practice with the lower orders in China to expose those children whom they cannot support: but perhaps *this* may be merely an eccentric form of burial, which would

speak rather favourably of the character of the people, as the mother may be supposed still unwilling to part with the darling of her heart, even when the vital spark has fled and the lifeless clod is returning to its original elements.

CHAPTER X.

Approach to Canton—Trading junks—Egg-shaped boats—Dock-yards—Men-of-war—Up-country barges—Foreign commerce—Inland traffic—Accident on the river—Chops, or cargo-boats—Chinese costermonger—Morning visits—Effeminate appearance of upper classes—Flags of the factories—The English Ensign wanting—Flower-boats—Chinese women—Dangerous experiments—Anecdotes—Chinese modesty—The Tân-kea, or boat-people—Female visitors—Names of females—The Town of Boats—Houses—Streets—Lanes and alleys—Constant uproar—Cochin-Chinese junks—Tea-boats.

It does not follow, that because a thing or a place has been described before that it never should be described again. Egypt and its antiquities have had as many travellers and commentators as there are curiosities on the land, and they have not failed to interest the public with their writings. Rome and Athens can boast of as many volumes devoted to their

service as there are stones to be found within their precincts; and it may be questioned, if as extensive cities could not be built with these books, used instead of blocks of marble, as when they were in their most flourishing condition. Yet still, almost every person who goes to those places will see something new, or make some remark which gives pleasure to those who hear it recited. It may be that every individual sees an object in a different light from those who have gone before him, and each regards it with a sentiment peculiar to himself. The productions of the greatest interest in nature and art are completely disregarded by some people, while they are objects almost of adoration to the rest of mankind. Thus it is well known, that the only people in the metropolis who have not been to the top of St. Paul's, or looked at it for any other purpose than to ascertain the hour of the day, are those who are constantly residing in the City, whilst it has been observed, that Americans will sometimes cross the bridge at Niagara without turning their heads to look at the Falls.

Many descriptions of the Town of Boats at Canton have been given, but none of them I should think can convey to the reader a dis-

tinct idea of this wonderful place, unequalled in singularity by any other spot on the surface of the globe. The crowd of boats of all sizes, shapes, and colours, passing in every direction, with the hubbub and clamour of ten thousand different sounds coming from every quarter and with every variety of intonation, make an impression almost similar to that of awe upon the first visit of the stranger. Upon myself, the excitement produced was so great that I can even now recollect it; I feel it over again, as I picture in my imagination the scene as it arose before me. It may appear rather enthusiastic, but I verily believe that the coldest nature must have been roused at first by the sight, however it may have settled down afterwards to the same passive state as before.

After clearing the narrower channels and entering the open stream again, a passage is chosen among the long line of junks which are moored one behind the other, and in rows side by side, in the middle of the stream. These are the vessels which have either just returned from, or are on the point of starting for sea, and vary in their size and mode of painting according to their freight and place of destination. Some of them are moving off with the tide, all

hands on board heaving at the cable to haul up their enormous anchors. The confused noise among them is mixed with the beating of gongs and the firing of vast numbers of crackers which, with the burning of ghos-papers, is the ceremony which always takes place to give the ship a parting farewell, and to appease the spirits of the winds and waters.

Others again are taking in the last of their cargo, and are surrounded by a bevy of small boats. But the generality are lying quietly moored, with their great goggle eyes looking out, apparently, for a change of wind. As you pass along, the Dutch factory is to be seen on the right-hand side of the river. It is some time before you are able to distinguish it beyond the brushwood of spars and masts belonging to the small boats which are crowded together from the shore nearly half-way across the stream. They are of every shape and kind of construction, but are chiefly inhabited by artisans of different trades and occupations, who make these little san-pans their workshops. The noise which arises from this complicated manufactory may well be imagined, and is very similar to that which we hear among

the great factories at Birmingham when business is more than usually pressing.

On the opposite bank of the river are situated the dock-yards, where the immense junks are built and launched forth to take their chance of the risks of the ocean. You see some on the stocks, the side planks not yet put on, so that you look into their yet unfinished holds, and examine their weak and clumsy construction. Others again are afloat, but without masts or any paint or ornament about them; while those ready for sea are drawn up in a row, with their prows facing the opposite shore. As you see them thus, you can imagine them to be a row of horses arranged side by side before the signal is given for starting, when they will all set off on that race from which so very few will, most probably, return to claim the prize. The greater number are painted of a white colour at the lower part of the hull and a bright red at the top; so that, arranged in this manner, facing you as you pass along and with their great saucer eyes animating their huge carcasses, they may very well make you fancy them some new and unwieldy animals of the finny tribe, brought by the natural

superiority of man under his subjection, and devoted to his service.

Beyond them, on the same side, are the men-of-war, coloured chiefly black and red and with their sterns and shields grinning with imaginary demons. They are in juxtaposition with the up-country boats, long barges made of very hard wood and shining with varnish. These vessels are without any paint, and are the vehicles by which the great inland navigation, the interprovincial commerce, is carried on, which is the great source of the wealth and prosperity of the country. For however great the foreign commerce with China may appear in our eyes, still it brings very little money into the Imperial treasury compared with that which is derived from the inland traffic. The Emperor, therefore, may have reason, individually, to be careless as to whether the foreigners bring their trade to Canton; but there is little doubt that a vast number of the Chinese depend entirely upon it, and would be ruined and driven to desperation if it were to cease.

Proceeding onwards, and finding a path among the large vessels which are fastened in every direction, great pains are taken so as to avoid the heavy cables stretching out from

the bows of the junks, and extending for some distance in a slanting direction under the water. If the boat were to take one of them it is most probable that it would upset. One was turned over some time ago in this manner, and the sailors with great difficulty saved their lives. The greater number of them caught hold of the rope higher up, or of others near it; but the person who had the charge of the party swam unluckily to a native boat at some little distance, and tried to hold on to the gunwale, until some of his countrymen should come to relieve him. But the Chinese in the san-pan would not allow him to remain, but after trying to frighten him away by threats and bravado proceeded to hammer his knuckles with a large piece of wood. He was then obliged to swim off again in search of a resting-place, and tried several other vessels which were near him but with the same success. The Chinese seemed to think it capital fun, to see a Fan-qui swimming for his life, like a dog in the water. Nearly exhausted, he expended his last strength, and was just able to reach the shore amidst the hootings and screams of the natives. Luckily, a friendly boat came in a short time and relieved them all from their perilous situation.

As you approach nearer to the town, the river is still more crowded, and the passages, which are considered the main thoroughfares, are filled with smallcraft moving in every direction. The European boat in which you are sitting, may be looked upon in the light of a foot-passenger in a crowded street of London or Paris, whose object it is to get on as quickly as he can, and with as few rubs and bruises as possible.

Every one is on the look-out to avoid being run down by the heavy chops and other beasts of burden which come furiously down the stream, like the equestrian equipages, and will not deviate an inch from their course. These boats run along with great force and velocity, borne through the water by their enormous sails and the great strength of the current, and would swamp a small boat in a moment, without impeding their own progress, or causing them to deviate in the least from their course.

While avoiding Scylla, you may run upon Charybdis; or while you are getting out of the way of the chops, you may very likely run foul of the san-pans. The helm must be put hard down every minute, to swerve about from one

side to the other with a wavering, vacillating motion, in order that you may not upset a fellow pedestrian who is crossing the road in order to get into one of the by-streets, which run in great numbers on either side of the main one. Perhaps, it is merely an old applewoman or a costermonger who sees a customer on the other side of the way, and therefore struggles with all due energy to turn an honest penny. You see them grinning and hear them chattering, to deprecate your vengeance, while they are standing up in their boats and working with the single scull at the stern with great vigour, in order to cross your bows before you come up. It may be an itinerant tinker, a spectacle-mender, or knife-grinder, who impedes your progress: and it may be the next instant the gay, light boat, which carries a gentleman to pay his morning visits—there he sits in state, under a small square canopy, supported only at the corners with thin round poles; his dress made of fine white linen, blue silk and damask, with his fan in his hand and his tea on a small table by his side. This appearance would bespeak a Chinese gentleman, even if you did not observe the whiteness of his hands and the extreme delicacy and sickliness of his countenance, very

different from the brown ruddy hue of health of the lower orders.

In fact, the Chinese gentry, as far as I have seen, with some few exceptions, have a sickly, unprepossessing look. There is more than mere effeminacy to be observed in the faces of the upper classes of the Celestial citizens; there is something which excites in many strangers a disgust and antipathy to them, even at the first glance.

While in this medley of great and small, in the hustle and bustle of the mob, you first get a glance at the flags of the factories. It is a long time before you, uninitiated, can distinguish them in the distance, as they require to be searched for, far into the depths of the forest of spars and sails which extends on this side of the city. It is a very exciting thing, however, when they are first announced. You look at every point before you, and see such a confused mass of tangled shipping that you seem absolutely bewildered. Many flags do you see but rarely the right ones, as you have to make them out from amongst those belonging to the mandarins, the Cochin-Chinese, the Chin-chieu, and the other large junks, which are streaming in the wind in every direction. At last, you can perceive them, but are disappointed at their

appearance. Instead of seeing the foreign ensigns waving far above the others and showing a superiority over their neighbours, they look insignificant, and you then truly feel that you are in a land where Europeans are obliged to play a secondary part.

But that which most annoys you is, that there is no British flag to be seen. The Americans and the Dutch have their emblems alone on the flagstaffs before the factories, but there is no ensign of any other nation in the place. It is singular that the British, whose ships constitute the great bulk of the vessels at Whampoa, and therefore form the very stamina of the foreign trade with China, should yet appear at first sight more insignificant than the rest on the arrival of strangers at Canton. In former times, the colours of the Danes, the French, and the Swedes were displayed before the Hongs, and those of the British waved proudly before the Company's Factory. When the charter expired, however, the English Ensign was hauled down and has not yet been replaced.* It is to be hoped, that the changes which have taken place lately, with

* It has been raised again, I hear, in April last, by order of H. M. superintendents.

regard to the China trade may turn out favourably, when we shall see the British Ensign again displayed at Canton, and with redoubled splendour.

On this part of the river are to be seen some of the greatest disgraces, and yet, in another sense, some of the greatest ornaments of the place; I mean the flower-boats. These are vessels of the same shape and general appearance as the clerks-boats which have been described before, but much larger and more splendidly decorated. The gold and minute carving about them are extremely beautiful, while pots of the gayest flowers in full bloom are arranged in rows upon the roof. Around them extend small balconies, which communicate with the other parts of the boat by means of light and elegant flights of steps with curious bannisters. No expense or labour seems to be spared in decorating these houses, but, like the gin-palaces of London, it is merely as a decoy to entrap the dissipated wanderer. They are houses of ill fame, to which the Chinese resort, when they wish to waste their time and lose their reputation. The women sit out in rows on the balconies, dressed in the gayest style, with flowers in their hair and

jewels adorning their persons. Some toddle about to show off their little feet, which are considered the extreme of beauty in this singular country. A tradesman once invited me to call upon him in Canton, and, as an inducement that he thought it impossible for me to withstand, he said he would show me some ladies, with "all same foot, so so, all same; werry little, can do;" at the same time holding his finger and thumb about three inches apart from each other, and looking as delighted and significant as if he were unfolding a grand and pleasing secret.

These women are small, and generally good-looking; but, as the appearance of the face is a secondary consideration with the Chinese, it is almost a matter of chance whether they possess that quality, which is so necessary with us to constitute female beauty. As the foreigners pass along close to the flower-boats, the girls come out from their apartments and use all their little arts of attraction. They chatter and whisper to each other, and sometimes laugh out and nod with their heads. It is not easy to understand the utility of these manœuvres, as these houses are frequented by the Chinese alone; no Fan-qui being allowed to enter.

Whether it be to entice them to come during the hours of darkness, when they may have an opportunity of robbing them, it is impossible to say; but perhaps they are taught to go through these operations as a part of their business, and, therefore, from habit, act in the same way towards all parties, as you see a shop-keeper expose his wares equally to the beggar and the prince.

It is considered very dangerous for strangers to go near these boats during the night, as, of course, being inhabited only by the vilest of the vile, any assault may be committed without fear of the strong arm of the law. Attempts have been made, occasionally, to gain admittance, but have generally been followed by serious consequences. A party of young men returning from town one night, ran their boat alongside of one of them, just to have a look, as they said, at the women. One, who was a little in liquor, jumped on board and was quickly assailed by eight or ten men, who seized upon him and were going to throw him into the water, and it was only by the greatest exertions of his messmates, that he was rescued from their hands. One poor fellow, at another time,

went on board by himself, and insisted upon penetrating into the interior. It was ascertained that he had gone in, but he was never heard of afterwards. What became of him was never discovered; but it is most probable, that after being robbed, he underwent the operation signified by the gestures of the urchins on the river before mentioned.

The appearance of these boats in the midst of the river at Canton, and the open manner in which these degraded females exhibit themselves at all hours of the day, are apt to cause a very unfavourable impression on the stranger, with regard to the general morality of the country. If he were to be guided by what he here sees, he would believe that the females in this empire were as destitute of morality as of the privileges which are justly their due. But the case is very much otherwise. However degraded the women of China may be by their Celestial countrymen, their moral character is still maintained with the most jealous watchfulness. The punishment denounced against those who infringe the rules of decorum is very severe, and the women are constantly exhorted to behave with propriety.

In general, they require no such care to be taken of them; their own virtue and sense of propriety are sufficient guarantees for their conduct. The feeling of innate modesty and delicacy is as frequently inherent in the breast of a Chinese maiden, as in that of the most refined of our European damsels. There are exceptions, however, to this as to every other rule. Rarely can vice be committed on the *land* of China without receiving its adequate punishment. The vicious are, therefore, obliged to resort to the water, where, from some singular circumstance, the same laws are not in operation. This may account for the flower-boats at Canton. It would be still held too great an abomination to let the hated Fan-quis participate in the wickedness, and they are accordingly excluded.

At Whampoa, the women being more out of sight of the mandarins are not always so particular, but occasionally are obliged to give way to the cupidity of their relations. Two or three some time back were considered very good-looking, and still bear the appearance of having been so, although they have now been long married and have had many children.

They come very often on board the ships to

see their old friends, and to talk over old times. Besides these, there are a few women, both old and young, who have always maintained and still preserve an excellent character, who come on board now and then to see the captain and officers. They bring their chiloes, drink a glass of wine, and talk away in a very pretty manner, so that they are esteemed very pleasant visitors. Some of them have known particular persons in the ship for many voyages, and, therefore, when the vessel leaves, they generally expect a small present of a piece of blue nankeen or something of that kind for friendship's sake. This request is generally complied with. The names of the girls are soft and pretty, and are in accordance with their very musical voices. Great numbers begin with an A, so that it would not be at all strange if you were to find Ally, As-sou, As-say, and A-moy all in the same boat together.

Opposite to the city of Canton, the large boats are arranged on the river in rows, according to their sizes. The larger kind, of the same general shape as the flower-boats, are moored and otherwise fastened together side by side, touching each other so as to form a very regular passage between each set. As

you pass along, therefore, you see on either side of you long streets filled with smallcraft, reaching from the middle of the river to the shore. The houses are variously painted and decorated, according to the rank and fortune of the owners. Some of them have upper rooms, and large platforms round the lower part for domestic purposes. Smaller lanes and alleys extend in every direction, formed in a much more irregular manner by the rougher and more disproportioned boats of the lower orders.

In fact, this is a regular town on the water, and must bear a great resemblance to Venice in her gayest days. Her splendid gondolas are here represented by the barges of the mandarins and hoppos, passing backward and forward amidst rows of spacious and ornamented houses. It is not pretended, that these two places are to be compared in magnificence and grandeur, but still they have many points of similitude which could not be easily found elsewhere. The noise and bustle at this part of the river are very great, and it requires not a little care and trouble to keep clear of the various craft which are crossing in every direction. Above the sound of human voices, the din and clatter

of artisans, the cries of salesmen, the shrieking of trumpets and clarions, the beating of gongs, and the firing of crackers, is heard the report of guns and muskets which comes from the Artillery-ground, where his Celestial Majesty's soldiers are going through their exercises.

A little higher up the stream than the usual place of landing are seen the junks which come from Cochin-China, with their short ugly masts, and thin little flags depending from cross pieces of wood, which answer at once the purpose of a flagstaff and a weathercock. Near them are seen the long capacious barges which bring down the tea from the upper country, and crowds of lighters, chops, and passage-boats, which are crammed together near the banks, so as to render it impossible to distinguish the buildings on the water from the warehouses and workshops which meet them on the shore.

CHAPTER XI.

The landing—Difficulties of getting ashore—San-pans—Old women—Paddles—The stairs and jetties—Mandarins and Hoppos—Smuggling—The Company's Ghaut—The garden—Jealousy of government—Hongs—English wherries and funnies—Amusements of the residents—Restrictions on foreigners—Hotel of Standford and Marks—Company's factory—Assembly-rooms—Marquick's hotel—Life in an inn in China—Native servants—Tradesmen—Portable stoves—Apartments—Uncomfortable appearance—The valet-de-chambre—Calling a servant—Getting rid of one—Dress—Whiteness of the hands—Long sleeves.

In steering for the landing-place at Canton, it requires no small judgment and experience to hit upon the most direct and least impeded path. The foreign flags are seen at some distance through the forest of masts, and soon afterwards the white pillars of what was formerly the Company's Factory. The object is to arrive, as quickly as possible, at the foot of the

latter place where the stairs are situated. The current is very strong, and therefore great exertions are required to be made, to keep clear of the cables that stretch in every direction from the junks. One of the numerous passages or small streets is chosen; this leads towards the shore, and you enter it in company with a host of smallcraft which are proceeding to the same place.

In a short time, you are entangled among them, and have to fight your way, almost literally, onwards. The oars are soon of no use, as there is no room to ply them. A man in the bow of the boat seizes a boat-hook, and hooks on to any thing which comes within his reach, while those in the after part of the boat are obliged to keep their fingers within board, and to look out that their heads are not struck with projecting parts of the floating houses, under the sterns of which you are often obliged to pass. Each man seizes hold of any of the other boats which come within his grasp, and thus assists to propel his own forward. Frequently, the boat-hook is applied to a small san-pan which crosses the path, and being very light the poor Chinaman is pulled quite the contrary way to that which he intended to go. His re-

monstrances are of no avail, and he is heard grumbling and calling out his favourite word of reproach "Fan-qui," for some time afterwards.

The old women and others in the larger boats rush out to prevent any damage being done by the new-comers running against their property, and jabber and chatter away in fine style, while there is a continual noise made by the foreigners giving orders to the sailors, and trying to frighten the natives to make way for them. Very soon, you are completely jammed in, and can see but a very few yards in any direction, the floating houses around being considerably higher out of the water, so that you cannot possibly see over them as you stand up in your boat. Sometimes, small open spaces are clear before you, and then the oars are run out in a moment so as to get a stroke or two: but the general practice now is, to take three or four of the native spade-shaped paddles with you, as they can be used with great advantage under these peculiar circumstances. They take up no room, and, provided you can manage to get them into the water over the side, you can work with them well, and then dig your way along, until the boat-hook is brought within reach of the next unfortunate san-pan.

It is, as may be supposed, a very exciting affair to land or to get off from Canton; and, when we consider the uproar and din around at the time, the curious sounds which come from every direction, the stranger feels the extreme novelty of his situation in its fullest force.

Having made your way by hook or by crook to the shore, you find on the right the gate of the garden before the Company's factory, with a few steps leading down to the water. This is the best landing-place, and leads into the garden in front of what is now the Hotel of Standford and Marks. Immediately by its side on the left is the common landing-place, merely a shelving part of the bank, used by the natives and common sailors, and which is directly opposite to Hog Lane. A little more to the left is a rough wooden pier, or jetty, projecting out some little distance, with steps for landing and a causeway conducting into the middle of the square before the factories. By these stairs are landed all the baggage and the greater part of the merchandise of the natives, and they are, therefore, crowded to excess.

All the water around these places of disembarkation, is covered with confused masses of boats of all kinds, so that it requires a little

perseverance to make a way through them. Before the gate of the garden above mentioned, one or two mandarin and hoppo boats are generally stationed, for the purpose of overhauling the baggage which is taken away by the foreigners. When a purchase is made in the city of any thing which is rather large in bulk, a chop is written out by the shopkeeper, containing an account of the articles and specifying that the duty will be paid upon them; for almost every trifle which is sold in the town is liable to have a per centage levied upon it, according to its value. There is an inferior officer of government, therefore, stationed at the landing-places to receive these chops, and to see that every thing is correctly described. The foreigners are not very particular at all times in submitting to these imposts, which make the prices of the commodities so much higher than they would otherwise be. They, therefore, carry it with a high hand when they wish to take away any thing valuable. For this purpose, they arm the sailors, and having brought the goods down to the river they throw them into the boats, and row away as quickly as possible. This species of smuggling,

which does not appear to go against the consciences of people out of their own country, is not to be prevented in the present weak state of the police in China. Sometimes, indeed, a mandarin-boat or two set off in chase of the offenders, but quickly return when they see the warm reception they are likely to meet with.

Passing through the iron gate, between the two stone pillars which terminate the wall at that part, you enter a garden which is the only one belonging to the Europeans in Canton. It is but a small place, about fifty or sixty yards square, laid out in flower-beds with gravel-walks between them, and having a high wall around it. The shrubs seem very healthy, and grow to a considerable height, showing their gay flowers over the walls. To procure the liberty of enclosing this small spot of earth, the English East India Company had a good deal of controversy with the viceroy and others of the local authorities, as they could not conceive what the Fan-quis wanted with a garden, when they came to Canton merely for the purpose of trading. After the walls and landing-place were first erected, the mandarins had them completely demolished when the fo-

reigners went down as usual to Macao during the spring-season; but after some altercation they were reluctantly allowed the privilege.

The greatest jealousy has always existed, lest the foreigners should encroach too much upon the liberties which are grudgingly allowed to them. It is but a mere strip of land upon the bank of the river that they are suffered to occupy at all, and even there, they may not do as they please. No building, not even a shed, must be erected without an express permission of the mandarins, and a very serious quarrel arose between them, because the English wished to erect the small stone quay for the purpose of landing with more facility. There is no place at Canton which properly belongs to the foreigners, but they build their residences on ground, that is let to them at an enormous rent by the Hong merchants.

At the upper end of the garden which is farthest from the river, a large shed is built, the roof of which projects from the wall at that part. Beneath this are to be seen about half a dozen wherries, similar in construction to those on the Thames. These are made in England, and sent out for the use of the residents in Canton, as rowing is perhaps the only athletic exercise to

which they can have recourse. These beautiful boats, some of them made very long for six or eight oars, while others for a couple of sculls, and more properly denominated funnies, are occasionally launched on the river, and the young residents take little excursions up and down, attracting even the admiration of the Chinese by their swift and skilful manœuvres.

Proceeding through the shed, a gate is opened and you are then under the portico of what is called the Company's Factory. On the right, the path leads to one or two Hongs which are there situated, while that on the left conducts you to the open square in front of the factories, where the flagstaffs are placed, and which is the general promenade.

The restriction which is imposed upon foreigners in this part of China, and the very limited boundary of their territories will make the description of their abodes very simple. Their manner of life, too, is extremely monotonous, as they have no places of public amusement and are forbidden the society of the fairest ornaments of the creation. They come hither for the purpose of making money and retiring in comfort when they have acquired it; and it is the hope, often long deferred, of the

blessing of affluence, that enables them to bear up against a degree of present privation, which is rarely to be found, self-imposed, elsewhere. A few gentlemen have, however, been known to continue residing in the place long after they would have been able to live like princes in the most polished cities of Europe. This is no doubt the effect of habit, which has, after years of uneasiness, made them wish for no change from that which has become to them second nature. Besides this, they feel the importance of their station here, where they are looked up to as elders and patriarchs of the trade; and they know that all this influence would vanish as soon as they left the country, and they would sink down again into the station of private gentlemen, above which they had risen many degrees by their long residence in so distant a country. Season after season have they proposed to depart; but still year after year they have found some fresh excuse, until they have become absolutely rooted to the soil.

There are two hotels or houses of public entertainment in Canton, where the greater number of those who come to stay but a short time in the place, reside. These are the officers and others belonging to the ships lying

at Whampoa and a few persons who come from Macao. Their duty allows them to be absent no more than a day or two at a time, and during that short period it would not be worth their while to have private rooms elsewhere. One of these hotels is kept by Messrs. Standford and Marks, and, as the premises belong to those that were formerly the East India Company's factory, it may be considered to take the lead. It is part of a Hong which is of immense extent, and the portion facing the river and garden is ornamented with substantial masonry and a handsome piazza.

The doors which open under the colonnade, are the entrances to long passages paved with stone, somewhat similar to those at the East India House in Leadenhall-street. These run backward to a considerable extent, and on the right and left of you as you pass along are seen the doors of the houses of business or residence of the different merchants, and of the agents for the shipping. Most of the Hongs are laid out in a similar manner, varying, however, in their degree of magnificence or ornament. Some are very plain and simple, while others which are the dwellings of the most opulent merchants, or kings of the place as

they may be called, are made to look very handsome with solid masonry and vases of rare and curious plants. A few of the best rooms in the hotel of Standford and Marks are reserved for state occasions, or assembly-rooms, where the merchants may meet to deliberate on any important question, or to receive the Grand Hoppo and others of the official dignitaries of government. To this firm belong the greater number of the schooners which run between this city and Macao, some of which are perhaps as fine little models of naval architecture as could be found, and sail remarkably fast.

The inn which is kept by Mr. Marquick appears as extensive as the former, and opens into the square in front of the factories. As this hotel seems more distinct from other habitations than that of Standford and Marks, a short description of it will give a better idea of the way of conducting these public establishments at this distant part of the world.

Passing under an archway, which can only be distinguished by custom from the other openings in the factories, you see before you a long, straight court, terminated by a small square in front of the main entrance. On each side of

you as you walk along, you see small doors with two or three steps before them, and one or two long flights of open stairs leading up to separate offices of business. Seated on the steps, or loitering about, are crowds of natives who are the servants belonging to the establishment, or the domestics of private individuals. This passage is arched over nearly all the way, so that there is no separation, except below, between the parts of the building. A long wherry or two may sometimes be found drawn up here for the purpose of being kept under cover during wet weather, while ranges of kitchens and other offices open on either side. Entering the door at the bottom of the court, you find on the ground-floor a spacious billiard-room, where the game is played as in most parts of the East, in the Russian fashion. Above, are the coffee-rooms and others for the general use of the visitors.

When a stranger arrives at this extensive caravansary, his little baggage is carried after him down to the bottom of the passage, and he enters the door in the main building at the termination. He naturally looks out for the landlord, or some person at least to whom he may communicate his wants and wishes; but

after walking about for some time and wearying himself to no purpose, he is fortunate if he is able to find a native who can talk a little broken English. To your repeated inquiries after the landlord, you receive perhaps only a vacant stare, and the words, "No saa-vez," accompanied with a slow shake of the head, until you meet with some gifted personage, who comes up in a very independent manner and asks, "What thing you want-shee?" Upon telling him that you want a room, he runs away after he has uttered his grand word of assent, "CAN."

After leaving you for some time, to be stared at by the idlers about the house, he returns and walks away before you at a quick rate down the passage, holding up a key in his hand at the same time. Conducted by this pigtailed cicerone, you enter one of the doors on the right or left of the court, where there is a board fastened up intimating the names of the gentlemen who occupy the different apartments. Great numbers of servants lounge about the walls of the passages, or squat down in the corners of the landing-places, on the stairs. Some are seated before the doors of the rooms, keeping the dishes warm over a pan of char-

coal, until required by the company within. As you step close by them, they will scarcely move out of your way, while your hungry stomach is regaled by the steam of the savoury dishes, mixed with the smoke and dust from the baskets of live coals beneath them.

Native tradesmen lurk about the place, also, with their bags or parcels containing their goods under their arms, and pushing into your hand their scraps of paper, marked with ill-executed red English characters, containing an account of the name and place of residence of the man and a list of his commodities. These cards of business are put into your hands at all times, as you pass along in the streets, in the same way as the handbills in London, and perhaps with about as much success.

Having made your way up the stairs either to the first or second floor, your cicerone opens one of the doors with the key which he has brought with him, and you are then installed into your temporary domicile. Your man at the same time informs you how you will be able to find out your apartment again, if you should quit it to go to dinner or walk through the town. You find that each of the doors is

numbered, as are also the entrances from the court; so that you find yourself safely ensconced in No. 4 of No. 5, or make your castle of No. 6 of No. 3.

These habitations, which, from the way of their arrangement along the sides of the principal entrance are very close together, bearing some resemblance to the stalls of a livery-stable, are your own apartments for the time you stay in the town; so that you leave all your baggage within them, and put the key in your pocket when you go out. The way of accommodation in this manner is very well managed, as you have the exclusive use of the room during the day for nothing, if you take your meals at the hotel, and have only to pay for it if you sleep there. The charge for the bed is one dollar, about five shillings, for each night, which seems a very high price when we consider the small degree of comfort within, and can only be justified by the high rent which we know that the landlord is obliged to pay.

The furniture of these chambers is very different from that of similar rooms in the hotels of Europe, and it is only by dint of great perseverance that you are able to obtain those things, which to an Englishman are considered

essential. The walls are perfectly bare without the slightest attempt at ornament, and the window is generally without any blind or screen to free you from the observation of your opposite neighbour. A fourpost bedstead stands on one side of the room, with a mattress and bolster spread with a couple of sheets, and encircled by a large green mosquito-curtain. A small table, a chair or two, and a washhand-basin without soap or towel, complete the furniture of this desolate apartment. There is no looking-glass on the table or carpet on the floor. The latter may be considered rather a favourable circumstance in hot weather, but it makes the rooms feel very wretched in the winter season.

When ushered into your abode, your man Friday goes and fetches water for washing, but there is no attempt made to get soap, towel, or looking-glass, water being the only thing which is allowed. No other person belonging to the establishment is sent to see whether or not you are comfortable, so that you are left entirely at the mercy of your valet-de-chambre. This youth, well enough in his way, can only talk a very few words of English, of which "No saavez" and "Can" may be considered as by far the

most common. It seems to be quite a matter of favour, if by your repeated solicitations you are able to procure a small hanging looking-glass or a towel. It may be that it is expected that you should bring these things with you, and that the rooms are merely let like unfurnished apartments; but this is a practice so very different from what you would have expected, that almost invariably you are put to great inconvenience on the first arrival. It is a great accommodation, however, to find any place of the kind, where you may put up for so short a period, otherwise you would probably be exposed to serious annoyance. It is the possession of the monopoly in this branch of business, which, no doubt, makes these innkeepers so very independent. They are also men of considerable property, and, having their houses in general filled with permanent lodgers, they must care very little for those whose visit is likely to be so short.

Having procured the water, your man comes up to you and asks whether "You catchee dinner?" And, upon your answering in the affirmative, he tells you the hour at which the company meet at the table d'hôte, and then walks out of the room. This is all very well

until you want him again, when, as there is no bell, you go outside and look about for him; but probably he is quite at the other end of the building. It is in vain that you try to make the people loitering about understand what you want; they will not budge an inch except for their own particular masters; and you may ramble all over the house before you find any one who will take any notice of you, except the man under whose care you are placed. "No saavez."—"No can saavez," is repeated by every one whom you see, except those who are not even able to utter these expressive sentences.

Sometimes, you may avoid this inconvenience by inquiring the name of your groom of the bedchamber, and, if you are fortunate enough to recollect the jaw-breaking word, you may procure his assistance by going to the bottom of the stairs and calling out aloud. If he is not within hearing, the word, if correctly pronounced, will be repeated by those in the court and thus passed along, so that, as in the Pilgrim of Love,

> "And with Orynthia all the woods resound,"

you make the place reverberate with the words

"Hing-quoi," or "Chee-shing-ka." This is another of the inconveniences to which people are put who do not understand the customs of the place, and the whole of this description may appear on that account rather overcharged. All I can say is, that the circumstances struck me in the manner in which I have described them. The Chinese servants appear to you at first, as the most dull and stupid of their class in any part of the world, and that which gives you more annoyance is their apparent obstinacy and independence. As you see them shuffling along in their great thick-soled shoes, and with their hands hidden under their long, loose sleeves, you cannot form a favourable idea of their activity; and, while you observe the unconcern with which your wishes are met, no doubt occasioned in a great measure by the very imperfect manner in which you are able to communicate them, you doubt their willingness to oblige. But it may very properly be said, that you are not sufficiently qualified to give an opinion on this point, until you have had an opportunity of seeing more of them. You require to have servants of your own, and to keep them for some time, before you can judge of their qualifications. The residents in

Canton, in general, have a very good opinion of these men, and trust them frequently with matters of great importance. They have the charge of accounts, and act as cashiers and stewards. Those about the persons of the merchants rarely become attached to them, but are found to be sober, honest, and industrious. They are very steady, and although slow in their movements they can be relied on; while their apparent stupidity quickly wears off when they become accustomed to the language and wants of their masters.

If these men do not turn out well, there is considerable difficulty in managing them, as they then become sullen and obstinate. You cannot act here in the same way as any where else in these matters, by turning your man-servant away when you please, and getting another more suitable in his place. There are, as I hear, a certain number of these young men, chosen by the authorities of the city of Canton, to act as servants to the Fan-quis. When another is wanted, therefore, by any resident, he has to apply for him to the mandarins, who send one whom they think likely to suit. If this man is received into service once, he is expected to remain, and is not allowed to be returned

unless he has committed some great offence, for which he deserves to be punished. Stupidity or obstinacy is not considered a sufficiently cogent reason for which a servant may be discharged; so that if he is sent back on these grounds no other person is supplied in his place, and you have, therefore, the choice of him or none at all. The youth himself is very unwilling to return on such a message to the mandarins, as he would most likely have to undergo a severe punishment for having neglected his duty. Under these circumstances, it is almost impossible to get rid of him, however disagreeable he may be to his employer.

A gentleman told me, that he ordered one of his servants to go away, paid him his wages, and bade him go back again to his friends, as he did not require his services any longer. All this was distinctly understood by the youth, yet day after day he was still to be found near the spot, hanging about, as if waiting for orders as usual. It was of no avail to tell him to be gone, and that he should receive no more money; still he stuck on, and persevered in this course for such a length of time, that he quite tired out the patience of his former master, who was fain to take him back again into

his service, in order that he might be sent out of sight.

The appearance of these men is very similar to that of the same class at Macao, and the dress consists of the same kind of blue tunic with bag sleeves, and white lower habiliments, hose, and thick shoes. Some of them are good-looking and intelligent, while the whole of them appear clean and tidy. It is a singular custom, noticed even among these poor people, for the Chinese to take such a pride in their hands, as to keep them as much as possible under the large sleeves of their dresses, so that they may be delicate and white. This practice is universal among the upper orders, so that when they wish to write or take their tea, they push their hands out of these substitutes for gloves, by a thrusting motion of the arm, and then guard, like a lady in full dress, that no part of the sleeve comes in the way of their operations. This practice appears very effeminate, but still it is not without its share of elegance, and the semblance of aristocracy. The gentility of a person is often judged of in China, by the appearance of the hand, so that it is of some little importance to attend to this particular. The grand mandarins can let theirs become as white and fine as their

nature will allow them, as they have no occasion to use them for any rough labour; but the lower orders, who have to work for their livelihood, cannot be so squeamish, until you descend to the common mechanic, whose digitals will, necessarily, be as hard as the horn which he may be manufacturing. Thus, the notion of the beauty of a white and soft hand did not originate in our country, and Byron was not singular in esteeming it a patrician quality.

CHAPTER XII.

Mercantile hardships—Chinese pride—Troubles about native servants—First granted in 1715—Admiral Drury—The linguist—Lord Napier's visit—Night at the inn—The levee—Unknown visitors—Native calculations—Shopkeepers—Chinese English—Tailors—Odd blunders—Tailors at Whampoa—Settling an account—Cumshaw—Shoemakers—Chinese Hoby—Open house of wealthy residents—The suburb—Its extent—Squares—Hog Lane—Warehouses of Hong merchants—Old and New China Streets—Courts and alleys—Absence of wheel-carriages and beasts of burden—Arrangement of shops—The gates of the city—The guards—Pusillanimity of native soldiers.

THOSE Europeans who have had to reside in a distant part of the world would have found their life unendurable, if they had not been able to procure persons to perform for them the more common and mechanical offices. Inconvenience is always felt more or less on this account, by those who resort to a new settle-

ment, and forms a considerable part of those hardships which they have to endure, who seek commercial profit in a distant clime.

The Chinese, in an especial manner, always showed a great disinclination to wait upon their visitors. Taught by early education to consider theirs the only civilized nation on the earth, they looked upon all other people as savages and barbarians. The poorest and meanest among them, therefore, considered himself vastly superior to a foreigner, and could not reconcile it to his feelings, that a member of the Celestial Empire should be a servant to a Fan-qui.

As the English trade increased in importance at Canton, the necessity of procuring domestics for the residents became still more urgent. The distance and the expense rendered it impracticable to procure servants from Europe, and the heavy charges for rent and food would have made their residence in Canton very inconvenient. Accordingly, it was always a great consideration with the English East India Company, to obtain the permission of the viceroy of the province, that the requisite number of native domestics might be hired for the service of the residents in China.

At first, and for a long time afterwards, it was considered by the local authorities, as well as by the people, to be quite unbecoming for the inhabitants of the Celestial Empire to wait upon the Fan-quis, and it was only when it was made almost a *sine-qua-non*, and they began to feel the importance of the foreign trade, that they allowed themselves to be overcome by the repeated solicitations of their visitors. Since this time, as one of the grand means of annoyance when any quarrel or misunderstanding has taken place between the Chinese and the foreigners, these servants have been withdrawn, and sometimes so suddenly as to produce considerable inconvenience.

It was in the year 1715, when the intercourse of the British with Canton was beginning to assume the form of a regular trade, that the liberty to employ Chinese servants was made one of the demands upon the granting of which the trade for the season was to be opened. The point was yielded, but not without opposition from some of the functionaries of the place. In the latter end of the year 1808, when the troops were sent out and landed at Macao under Admiral Drury; and in 1814, when the British ship Doris brought the

Hunter into the Macao roads, the trade was stopped and the Chinese servants recalled from the Company's service. In the latter instance, they broke into the factories to seize them, and even arrested the accredited linguist. These circumstances were so very annoying, that in order to guard against them for the future as much as possible, the unmolested use of native servants formed one of the chief demands upon the authorities.

These matters appear since that time to have gone on pretty steadily, and these independent domestics were not taken away from their foreign masters, until the time when Lord Napier made his unfortunate visit to the capital of Quantung. Then the trade was again stopped; but it was renewed upon his departure, and these men were again restored to their usual routine of employment. At the present time, they seem to be perfectly reconciled to what they formerly considered a great indignity, although they occasionally show a little hauteur to a stranger.

Whatever is the station of these servants when first engaged, and whatever number of dollars they are to receive each moon, they never expect to rise above it, and seem to con-

sider this employment as the occupation of their whole lives. With us, there is hardly a menial to be found, however low his grade, who does not look forward and wish for some ulterior change, when he shall not be obliged to work, and when he can retire to comfort and enjoyment; but these men seem to look no farther, and generally grow gray in the service. It may appear singular that the government should throw these poor people out of employment in so sudden a manner as they have done, and on so slight a pretext; but it would seem as if the mandarins consider them as mere dust in the balance, and would not be diverted in the slightest degree from their determination by any consideration towards those unfortunate children of Han. Having seen the trouble and annoyance occasioned to the residents in China by employing native servants, it will be as well to proceed with the description of the first impressions of the visitor to the outside city of Canton. There are one or two rather novel and curious circumstances you experience whilst living at the hotel, which may serve to illustrate the manners of the natives and the mode of living in this part of the world.

After spending the day in as pleasant a way

as you can, by inspecting the shops and watching the manners of the people, your accomplished valet-de-chambre lights the small lamp, which is generally kept burning all the night in your chamber, and takes his leave. If you are not unfortunate enough, by any unlucky movement, to have disturbed the arrangement of your curtains, and thus have allowed a mosquito or two to have entered within your *sanctum sanctorum*, you may pass the hours of darkness with tolerable comfort, and with as much sleep as the heated state of the atmosphere will allow.

In the morning, you are awakened rather early by a rap at the door, and the only answer you can obtain to your repeated summons to know who it is and to desire the disturber to come in, is a repetition of the knocking in a louder and still more noisy manner. After wearying yourself to no purpose with quietly desiring your visitor to enter, you are at last obliged to bawl out with all your force, and perhaps with some little asperity, believing it to be your valet-de-chambre. This decisive conduct produces some effect, for you hear the handle turned round, and quickly afterwards see the head of a Chinaman thrust in, and peeping through the half-opened door. You look

at the pigtailed apparition and try to discover an old acquaintance, but you are generally disappointed; while he is doing all he can to make his intrusion acceptable. He smiles and grins, and nods his head at you as if he had known you for a dozen years, and was delighted to recognise you again. To his repeated salutations, you cannot help returning the like, however much you may have been annoyed by the disturbance; and thus the scene would be highly ridiculous to a looker-on, to see two heads grinning and bowing to each other while the rest of the body was perfectly hidden, on one side by the door and on the other by the bedclothes.

After these preliminary salutations have proceeded for some little time, your visitor slowly discovers the remainder of his person, edging timidly and slowly within the door until he has fairly shut it behind him; but yet keeping his hand upon the handle, to secure an immediate retreat in case he should meet with a bad reception. He then goes through the ceremonies which are necessary to be observed by those who enter a room, and which consist of a certain number of bendings of the body, according to the rank of the respective parties. Having completed this part of his duty, he then pro-

ceeds to inform you of the nature of his visit, and you soon discover that he is a shopkeeper or an agent of one, who goes about to collect orders. A small bundle or a bag which he carries under his arm is quickly unfastened, and, as he shows the contents one after the other, he says, "I like werry much, do littee pidgeon long you. What thing you wantshee? you wantshee all same sealeh, all same chessmen, all same paper knife?" or whatever he may have about him. Some of these men come from the best 'shops, are intelligent, and able to talk English pretty well. Through their means, you may often procure things from the inside city, which you could not obtain from the common shopkeepers without the walls. Whilst you are examining their goods, and during the time of dressing for breakfast, you will hear repeated knocks at the door, and you would be inundated by these itinerant dealers unless you took the precaution of locking them out. Even then they continue their summonses, until, to get rid of them, you often feel obliged to let them say their say and begone.

Some will come in who appear to be but just commencing trade for themselves, and unable to understand the meaning of a word of

English, have just learned by rote the words necessary to be said on these occasions. Thus they repeat like parrots the list of their wares, and drawl out the syllables to an unreasonable length, stopping between each to bring to memory the remainder. "What thing-ee you — wantee-shee? Can catchee all same—shelle—insectee—fanee? Can doa—pidgeon." The only answer you can obtain from these beginners, to any question you may ask about their goods, is a repetition of a list of their wares, until you mention the word *dollar*, which seems to touch another key of these automatons, and they then launch out into an account of that most interesting part of their "pidgeon."

Tailors and shoemakers come also to your levee, to show specimens of their handicraft. These men make habiliments after the European fashion, but not quite with the cut or finish of London or Paris. The old joke about the tailors certainly does not apply at the present time, for it used to be said, that if you gave a Chinese an old garment as a pattern by which he was to make the new ones, you must be very particular to see that there were no patches or other awkward blemishes in

them; as they were such excellent copyists, and made every thing so truly after their model, that you would be sure of finding the same patch or hiatus in the new garments, as had made you despise and reject the old ones. These things, no doubt, did really occur at the commencement of our intercourse with this singular people, as the Chinese are considered the very best imitators in the world of any thing that can be set before them. They may, in addition, have considered that a curiously-shaped inlaying of party-coloured cloth on the knees or elbows was thought a great ornament or a necessary adjunct to garments in the countries of the West, and that any slight deficiency elsewhere was a matter of convenience rather than of shame. Be this as it may, they have learned better by this time, and your Chinese tailor will now make your clothes very tolerably, and the price of materials being moderate—all those, at least, which are to be procured at the place—a very decent refit may be procured for a little money.

One or two of these sons of the shears extend their peregrinations as far as Whampoa, and accommodate the parties on board the ships with the necessary vestments. They are

obliged in this place to give credit, and they are not to be blamed if they charge rather more in these cases than strict honesty would justify. The fact is, they are entirely at the mercy of their debtors, and are frequently reduced to ruin by the deficiency of their payments. These poor fellows have no way of obtaining their money except by solicitation, as the mandarins will not interfere in the affair, and the usual plan of security cannot be had recourse to in these small matters. They therefore watch the ships very closely to prevent their customers going away without settling their accounts, which still, I am sorry to say, frequently happens. Very often, however, a kind of composition is made. If the bill amounts to twenty dollars, for instance, it is cut down to fifteen, as the generality of the sailors consider the articles overcharged, and poor Snip is glad to receive a part in preference to losing the whole. Besides this, the poor fellow thinks it is his bounden duty to make each of his customers who have paid a cumshaw or present of a pair of silk braces, a mandarin cap, or something of the like nature; and frequently the servants insist upon receiving the same, merely because they say they have recom-

mended a customer. Labour must be very cheap in China or surely there would be no tailors, who often appear as if they worked for nothing, and gave a glass of liquor into the bargain.

The shoemakers have not such good materials to work upon as the tailors, and, therefore, their manufactures are not held in so much esteem. The leather is very bad; of a thin, hard kind, and very ill tanned. The Chinese shoes are considered, nevertheless, superior to the generality of those you procure in India, which fall off your feet, almost literally, if you happen to step into a puddle. They are mere brown paper affairs, which look pretty well for a short time, but decay and spoil the moment a little moisture reaches them.

Some of the native shoemakers of Canton have been considered superior to the rest, and one in particular has obtained the name of Hoby. This title, no doubt, was given him in jest by some Londoner who pretended to be a great admirer of his workmanship, and therefore called him "the Hoby of China." Be this as it may, Hoby prides himself not a little upon his title, and has his name placed in larger

capitals than is usual, at the head of his paper card. When he enters your chamber in a morning, he nods with an air of great familiarity, and seems quite surprised that you do not immediately recognise him, as, no doubt, he considers himself the most important personage in the town. Filled with this idea, he lifts up his eyebrows with an air of great astonishment when you ask him who he is, and answers with a curious inversion of phraseology, "Who my? My, Shoe Lane, Number One, Hoby! No saavez my?"

The fame which this man has acquired by his manufactures among his customers the sailors, induces his fellow-citizens of the same trade to look upon him with a degree of jealousy, and to injure him with the foreigners if they can do it without being discovered. When he has left the room, therefore, two or three come in, and when you mention that Hoby has been there, they slily intimate that he is not so great a man as has been represented. They dare not deny that there is such a man, but merely say, "Hoby! he have make die some tym, this Hoby son he. He makee shoe all same sailor-man, no have good;"—intending to intimate

that the true Hoby is dead, and that this is his son, who is not at all clever, but is employed by the common sailors alone.

However much the stranger may dislike at first the way of living at the hotels in Canton, he soon becomes accustomed to it, although it is always a question whether it is preferable to stay in town, or to go into what may be considered the country, by residing on board the ships at Whampoa. The captains and pursers of the vessels have, generally, no occasion, unless they prefer it, to live at the hotels, as rooms are provided for them elsewhere. The great merchants who reside in China, are for the most part agents also for the shipping. As business with them is transacted on the most extensive scale, every department is conducted with a great degree of liberality. Most of the firms have extensive suites of apartments, expressly for the accommodation of the representatives of the vessels which are consigned to them; so that upon the arrival of the ship in China, the captain or purser may have a room in the house of the gentleman through whom business is to be transacted. Here he may take up his residence, see his friends, and be as much alone as he pleases. There is a knife and fork

provided for him also every day at the table of his host, where he may meet the most important foreigners who are in the city, and discuss in a quiet manner the position and prospects of the trade and the occurrences of the day.

Establishments of this kind must of course be very extensive, and indicate the wealth and importance of those who can afford to support them. A few of the principals of the houses in Canton may well be considered as merchant-princes, and actually live as such, keeping open house for the gentry at the time in the place. It is very usual, therefore, for them to invite people to come whenever they are not otherwise engaged; and in this case it is not necessary for them to send a note to express their intention, but merely to put down their names on a large slate which is always kept at the door, on the morning of the day when they intend to go to dinner. This slight notice is sufficient to prevent the confusion which might otherwise arise from the great influx of guests, when there might not be the wherewithal to supply their craving appetites.

Before we proceed to describe each separate part of the city, it will be as well to take a general view of that small portion of

unhealthy land outside the walls of Canton to which foreigners have access. This is entirely occupied by the suburbs of the city, and extends for about half a mile from the shore to the gates. As you come from the river at either of the more common landing-places, you enter immediately upon the open space or square before the factories. The flagstaffs are in the midst of it, with the American and Dutch ensigns waving from their tops opposite to you, and running parallel with the river is the great mass of buildings which constitutes the hongs or factories. On the right, is the garden before the hotel of Standford and Marks, with the green foliage and blooming shrubs peeping above the wall. Tracing the latter inwards from the water a small opening is seen opposite its termination, which seems to separate the high buildings on either side. This is Hog Lane, the only place worth exploring in China, if you take the opinion of the Jack-tar who is rolling towards it with a crowd of natives at his heels. On the right of this narrow gap, is seen the hotel above mentioned, formerly the Company's factory, with its handsome front and part of its colonnaded piazza above the

wall and shed of the garden, from which it is separated, however, by a passage which extends to the right for a little distance, and conducts you over a small bridge placed across a dirty ditch, to the warehouses of the Hong-merchants.

Tracing the factories on the other side of Hog Lane, you see the windows of the upper apartments, and at certain intervals the arched openings of the long courts or passages which have been described above, where the offices of merchants and the hotel of Marquick are situated. Beyond this regular line of building the factories project rather more forward on the left, and are intersected by passages and archways at irregular intervals. Some of these passages lead backward for a considerable distance in a winding direction, and into those through which there is no thoroughfare, open the houses of business, and residences of merchants and agents. Most of these entrances to the hongs or factories are fitted with folding gates, so that they may be shut immediately when there is any danger to be apprehended and also during the night. These are the doors which the Chinese broke

open, when they entered the factories by force, and took away the servants at the time of the commotion in the year 1814.

The most distant openings in the Hongs to the left are the entrances to the two streets of outside shopkeepers, who chiefly supply the foreigners with fancy articles. One is called New, the other Old China Street, outside the gates. They are very narrow, and it requires some little experience to be able to hit upon the proper entrances, as they are not at all apparent upon a hasty inspection.

Terminating, and forming the boundary of the square on the left, is another wall running from the water to the houses, with a large gate at the interior extremity, which is the entrance to another Hong, and a large court paved with stone where the goods which are going down to Whampoa by the Chow-chow chop are examined before they are put on board.

Having thus seen the appearance of that part of Canton to which strangers have access on one side of the factories, we must now take a short walk in a line at right angles to the river, in order to inspect the privileged domains behind. It may be as well to mention, however, that in going towards the city gates,

we leave altogether the habitations of the Fan-quis, which are situated in the small limit of the square facing the river. The passages behind without the walls are occupied by those shopkeepers who are permitted to deal with strangers, and therefore access is allowed to them. These tradesmen supply also great numbers of the natives, so that there is the same bustle and crowding here as in the heart of the city, on the other side of the walls. By passing along either the New or the Old China Street, or through that beautiful place Hog Lane, you come into a densely-peopled thoroughfare, leading right and left in a direction parallel to the river. In Europe, it would be called a small court or alley: but here it constitutes a street of considerable importance, if we may judge by the traffic which is carried on in it.

It seems that all the streets in the Chinese cities are made narrow, and without any of that attention to ventilation and healthiness which is shown elsewhere. The reason no doubt is, that the Chinese rarely employ any kind of beast of burden in the towns; and therefore they do not require that carriage-way always to be found wherever large vehi-

cles are in general use. The population of China is so very dense, that human labour may be procured for a mere trifle. That work of conveyance, which is generally assigned to horses, is here performed by vast numbers of coolies or porters, who carry on their shoulders a bamboo, having half of the load hanging in slings or baskets from either end. Another way is to have the weight suspended from the middle of the pole and a man at each end, in the same manner as a barrel of beer is carried in our country by the brewers. The only carriages seen by Europeans at Canton are those of the Hong merchants, which are very similar to sedans and are borne by native chairmen.

The back entrances of the factories open into this long alley, while all the other parts are occupied by native shops, filled with a great variety of natural productions and curious manufactures. You can extend your walk along the court for some distance either to the right or the left, and at each step you find your progress more impeded and unpleasant by leaving behind the few Chinese who can speak some words of English, until at last even the most simple sentence—"No saavez"—

is unknown, and you receive nothing in reply to your questions but a determined shake of the head and an unmeaning stare. As you walk along, you may observe other courts, smaller and dirtier, opening at right angles on your path, and lined with shops filled with trumpery wares. Some of these places are occupied by people who carry on one common branch of trade or manufacture. Thus, you will see the shoemakers huddled together in one entry, whilst in another you will find all the trunkmakers or carpenters. Again, you may walk through a nest of lanternmakers or a hive of tailors. It is this practice of associating trades together, that has given English names to many of these courts. Thus, there is Carpenter Square, Picture Street, Apothecary Row, &c. These words are, of course, not adopted by the natives, who still call them by their original names. There is Dragon Street, Flying-Dragon Street, Golden-Lily Street, and a host of other titles, which are often curious but sometimes would not admit of translation. This habit of congregating, affording rather a singular exemplification of the proverb, that "Birds of a feather, flock together," may be noticed also at Calcutta, Singapore, and other places to which the Chinese

have emigrated, and would tend to prove that it is possible that two of a trade may agree, even when next door neighbours.

Towards the river, you may penetrate down any of the courts as far as you please, until you are stopped by finding that there is no thoroughfare, or are jostled in a mob of dirty beggars and half-starved children, who crowd around to find out the reason why you have intruded yourself into their filthy domains. By trying the other side of the long alley, you meet with still more mortifying interruptions. You may happen to present yourself at one of the gates of the city, when your progress is very quickly arrested. Some people have penetrated a little distance within the walls, but have found nothing to excite their curiosity; the streets and houses being very similar to those without the gates. There are some natives stationed near the spot to guard the entrance. These men are not always to be distinguished from the rest, as Dr. Abel mentions a tradesman who had that charge, and who kept a stall close by. Usually on your advancing to pass the barrier, you are opposed by these natives who act the part of guards to the entrances. These men carry

a matchlock, occasionally, and, if you disobey their injunction to stand back, they repel you with the butt-end; and, if you still show a desire to proceed, they get ready their pieces in order to fire. This is purposed, however, much more quickly than it is done; as a light must first be struck with a small flint and steel, by which the match is ignited; so that a person may get to a considerable distance, before these potent warriors will be ready for the combat.

Although these matchlocks were introduced into China many years back by the Japanese, yet no attempt has been made to improve upon their construction, notwithstanding the constant opportunities which have been afforded to the native government, by the presents of fire-arms that they have frequently received from the courts of Europe. It is probable that there exists no wish on the part of this singular people to render these weapons too promptly effective in the administration of justice, as their policy seems to be, rather to intimidate and overawe than to repel by actual force. Certain it is, that there has seldom been any violent opposition made to those who seemed determined to enter the gates, however guarded by files of soldiers.

These pigtailed sons of Mars have quietly submitted to be pushed aside by their more determined opponents, and have contented themselves with silently grounding their arms, whilst they stared after the intruders with speechless astonishment, as they made their way along the streets. It may be as well, however, to mention, that these forcible plans of proceeding have never been crowned with that ultimate success which the daring nature of the enterprise would appear to deserve. The authorities have taken great umbrage at the affront; they have generally denied every privilege so roughly demanded, and have afterwards regarded the Fanquis with a double degree of dislike.

CHAPTER XIII.

Parts to which foreigners have access—Policy of the Government—Extensive mercantile transactions—The Annual Edict—Feast of Lanterns—The square before the factories—Foundation of the Hongs—The floods—View of the river—Crowds of natives—Their occupations—The raree-shows—Depravity of lower orders—Their filthiness—Regulation of dress—The boat-people—Cages of live animals—Chow-chow—Dog-eating—Food of middle classes—Expulsion of shepherds—Food of upper ranks—The birds'-nests—Sea-slug—Poor people omnivorous—Chinese dog—Dog-butchers—Cats—Wild-cat—Rats—Rice—Drinks—Tea—Fern-leaves—Sam-shu—Opium—Tobacco.

HAVING in the last chapter given an outline of the appearance of that part of Canton which is accessible to foreigners, we cannot but observe the very limited portion of land, which the governors of the Celestial Empire have assigned as the quarters of those who come to render them an important service; for, however much they may pretend to despise the foreign trade, the more intelligent among

them are well aware of the advantages which are derived from the intercourse with other nations. The people themselves know the value of our commerce, and would start no objections to its being untrammelled from the fetters, which have so long been imposed upon it; but it is the direct policy of the government to keep the Fan-quis at a distance, as they perhaps justly consider that plan as their only safe line of conduct. The Tartar Emperors know their weakness, and are unwilling to bring themselves into collision with the powerful nations of the West. Watching the progress of the British arms in India, they are afraid to furnish a pretext for a similar invasion of their own country, and therefore with a degree of prudence and foresight which on their side is highly praiseworthy, they avoid caressing that Lion who might the next minute turn round and tear them in pieces.

However small the space may appear for so great a number of wealthy merchants, it has been found sufficient for all the real purposes of business. They have been put to much more serious inconvenience, however, for want of room, since the opening of the free-trade, on account of the greater influx of agents for the shipping, and

there is little doubt that they will be sorely hampered if the commerce increases, and no more room is allotted to them.

The whole place teems with speculation, and commercial enterprises are transacted here every season, which have never been exceeded in magnitude at any former era of the world. The Chinese ask, therefore, what need is there for more extended space, when there is room sufficient for performing every thing that is required. Their policy is to prevent foreigners making a settlement in any part of the country, and they would if possible take away from them Macao, which is the only one they possess. They wish them to consider Canton as a kind of counting-house, where the merchants may transact all their business, and then retire to their own country. It is on this account that they watch them so closely, in order that this idea may always be borne in mind. Not even the slightest outhouse may be built, before the object and effect of its erection have been thoroughly scrutinized, and the proper leave obtained from the authorities. It is on this principle, also, that the residents are prohibited from bringing up their wives and children to Canton, so that their thoughts may be con-

stantly directed to the time when they shall leave in order to join them.

In addition to this, edicts come down every year from the Imperial City, to order that all the Fan-quis shall leave Canton as soon as the season of business is over. However disinclined the merchants may be to quit the place, they are always obliged to comply; as the Hong merchants, those poor scape-goats for all the misdeeds of the foreigners, represent to them, "More better you go Macao," or else they will be punished for the offence of their obstinate customers. This takes place in the beginning of the spring, when the greater part of the vessels have left for their homeward voyage. The foreigners go down to Macao to enjoy there a gay and lively season, leaving the Chinese in the undisturbed possession of their town during the grand solemnity of the Feast of Lanterns.

Returning again to the place from which we started in the brief description of the outside town at Canton, we must take a look at the different objects more in detail, in order to obtain a clear idea of this world within itself. The square before the factories is a piece of rough, uneven ground, showing the colour of

the soil throughout, with the exception of a small path paved with flags of stone in front of the buildings. There is not the slightest attempt at ornament to be seen, and not a blade of grass or herbage can be found upon this public promenade. This space was formerly part of the bed of the river, and would be so now but for the labour of man. The ground is still low and damp, and even the foundation of the Hongs is chiefly placed on piles. The unhealthiness of the place may, therefore, be estimated, especially when we consider that it has now and then been overflowed to the depth of two or three feet in rainy seasons. In the centre, rises the flagstaff, a plain, simple pole of some height, with the necessary stays to keep it in its position.

As you stand near the factories, you have the river before you, covered with the craft of every size and variety of shape. They present to the eye one almost unbroken mass, and it is with difficulty that separate vessels can be distinguished among them. No portion of the opposite shore can be distinctly recognised by those who are unacquainted with the locality, on account of the closeness of the vessels on the water, and the wooden tenements which

are built upon the bank bearing so great a resemblance to them. Near the landing-places are seen the foreign boats, working their way in or out among their more bulky neighbours, or lying at the stairs waiting for the arrival of their boisterous passengers.

Throughout the square, either collected in groups, or traversing with hasty but clumsy strides, are crowds of natives; shopkeepers, barbers, quacks, thieves, rogues, vagabonds and coolies, with their long blue tunics, and with or without their thick-soled shoes. This open space would appear to be a favourite resort of these people, either for business or pleasure. Great numbers stand in the middle of the square, and converse together in the same way as in the Exchanges of Europe, while others seem to be wholly occupied with their own peculiar "pidgeon." Small moveable stalls are placed in different parts, for the sale of fruit and other eatables, similar to those of the applewomen in the streets of London.

Another portion is occupied by shows, raised upon light wooden frames, and attended by three or four men. A dozen or two of these raree-shows are often placed side by side, and although each belongs to a different proprietor

there seems to be no noise or competition among them. Their external appearance is very similar to the same kind of catch-pennies you see at fairs in England, but the exhibitions here are often of the most disgusting nature. A single tchen, the lowest of all coins, and the only one in circulation in China, is the fee for a sight, which shows at a glance the horrid depravity of morals among the vulgar. So gross are the generality of these exhibitions, that, although shown openly to their countrymen, the Chinese appear ashamed to exhibit them even to one of our common sailors, and generally shut them up when they see a foreigner approach. It may appear singular that the authorities should allow these shameful exhibitions to be placed in so public a promenade, when we know that it is the duty of the mandarins to teach morality to the people, and that the strictest observance of virtue has always been inculcated by the most revered and highly honoured of the sages, who have flourished in this favoured country. It is very probable, that these breaches of decorum are winked at by the inferior authorities of Canton, who have the superintendence of these affairs, and who are well known to be highly corrupt. Or we may

suppose that the whole moral duty of the Chinaman, as taught him by his parents, consists in the observance of minute and complicated forms and ceremonies, and that here as in some other countries, the real substance of propriety has vanished, while the firmest grasp is held upon the vain and worthless shadow.

Seated upon the ground, with their backs against the wall of the factories, are generally seen a number of men who are taking their pleasure by basking in the sun. These natives are the very lowest dregs of the people, and seem to be thoroughly begrimed with dirt. Some of them amuse themselves by catching the mosquitoes which buzz about their ears, by slapping their faces with their open palms when these gentlemen have settled; while others are occupied in the equally endless labour, of destroying a more quiet but far more disgusting enemy. While engaged in these two intellectual pursuits, the poor Chinaman seems to be in his glory. Dr. Abel mentions a still more refined enjoyment of these poor people. He says that he frequently watched his boatmen, who amused themselves by catching the insects, and then cracking them between their teeth.

It has been said, that the Chinese are the very dirtiest people who inhabit the earth, but I should think there would be some little difficulty in determining that point if they could be placed by the side of some of our European neighbours. When we consider that it has been frequently asserted that the Portuguese donzellas show their love, by performing with their fingers the part of a small-tooth comb to the heads of their delighted lovers; and other instances of the like kind in other nations; we do not see so much to blame in the Chinaman, who has to plead extreme poverty and ignorance in addition to the customs of his country. The dress of every man in China is regulated by laws, which may not be overstepped in the slightest degree by the most favoured individual. By this arrangement, the poorer classes are obliged to wear their clothes of particular colours, and you will, therefore, see them either of a dark blue or a red and sometimes a black.

These dark colours are supposed to have been enjoined, in order that the dirt of the garments might not be perceptible, as the lowest orders of the people have but one suit of clothes, which they wear night and

day, until they literally fall in pieces from their backs. Those mentioned are the colours worn by the lower orders on ordinary occasions, but white is worn by them upon the death of their relations, as it is considered the most proper for mourning. Yellow habiliments are distinctly prohibited, as this colour is expressly reserved for the members of the Imperial family; and even the mandarins and others in the employ of the government have each their dresses assigned to them according to their dignity.

In the particular of cleanliness, the Chinese differ remarkably from some other nations of the East, especially the Indians, who certainly consider cleanliness the next thing to godliness, and, therefore, perform ablution with great frequency during the day as a part of their religious duties. Such of the Chinese as live upon the water, will in general be found more cleanly in their persons than those who are constantly ashore. This may be partly attributed to the frequent wettings to which they are necessarily exposed by the spray and heavy rains. They are thus obliged to wring their dripping habiliments and hang them up to dry, thus purified from the collection of

dirt since the last shower. Their boats too are, with the exception of those of some of the fishermen, kept in excellent order, without a particle of dirt to be seen on their well-scrubbed boards.

Leaving these men to their pleasing occupations, we will pass to the next group of people who are inspecting the animals exposed for sale in the little baskets, similar to hen-coops, which are placed on the ground. In these cages are rock-pigeons, quails, and other birds, with cats, little puppy-dogs, and rats, which are intended for food. When a customer approaches, he opens one of the baskets and takes out the little animal, a cat or a dog for instance, and holds it up by the hind leg to ascertain its weight, and then estimates its value accordingly.

It is very revolting to the feelings of the European upon his first visit to China, to observe the natives preparing to make their meals upon those domestic animals which he has always been accustomed to look upon with a degree of fondness and affection. The dog especially has always been considered the friend and companion of man; the only friend sometimes that is left him, after he has been

deserted by the rest of the world. But the craving appetite and calls of hunger will generally overthrow the strongest ties of affection and gratitude. It was thus at the siege of Jerusalem, when the starving mother fed upon the flesh of her own murdered child; and a still more appropriate illustration is given, in that true and faithful sketch from nature Lord Byron has drawn of the shipwreck of Don Juan, and which is founded upon an actual occurrence. The Chinese of the upper ranks of society are as fastidious and expensive in their food as any people in the world, while the lower orders are altogether as filthy. This evidently arises from the great scarcity of provisions among so many millions of people, and the necessity, therefore, of sustaining nature by whatever can possibly afford any nourishment. This naturally leads in time to a total loss of discrimination as to the quality of food eaten, and an animal in the market would, therefore, be valued only in proportion to the quantity of flesh upon the bones, without any reference to its flavour or state of preservation. A gentleman, in walking through the market at Canton one day, observed that a pheasant and a cat were put up for sale at the same price; and you will frequently observe,

at the same place, dogs, cats, and rats, sold indiscriminately, according to their weight.

The food of the middle classes in China consists chiefly of the flesh of ducks and swine. These are the animals which are usually reared, as it is considered that they do not encroach upon the lands, which ought to be cultivated for the use of man alone. Graminivorous animals, such as sheep, oxen, and horses, are very rarely to be seen, except in mountainous districts where the plough cannot possibly be used with advantage; so that the little mutton which is sometimes placed on the tables of the great is procured from Tartary.

The character of the country in this respect seems to be totally altered in the latter ages. In the earlier periods of the Chinese monarchy, extensive pasture-grounds surrounded the different capitals for rearing flocks of sheep, and the wool was used in the manufacture of those rich cloths, which now come only from the northern provinces of Shan-see and Shen-see. The cause of the change appears to have been the great pressure of the population, which induced the leading men and sages to inculcate the necessity of tilling every portion of ground for their support. As the cultivation pro-

ceeded, a struggle took place between the shepherds and the farmers, in which it appears, after a desperate resistance, the former were driven literally off the field, and were obliged to resort to the mountainous districts in order to pursue their unpopular avocation. The whole class, since that period, has continued in disrepute, and at the present time is considered the very lowest and most vile in the country.

Besides these substantial viands, the grand mandarins attach a high importance to certain luxuries, which are perhaps valued, as is frequently the case in our part of the world, by the difficulty of obtaining them. These dishes are supposed to possess peculiarly nutritious and restorative qualities, and are for the most part composed of glutinous substances. Of this nature are the soups made from the nests of the swallow, the *hirundo esculenta,* and imported in great quantities from the Eastern Islands under the name of *birds'-nests.* It would appear, that these pretty little animals eat great quantities of a species of gelatinous sea-weed, the *sphæro-coccus cartilagineus,* and when it is sufficiently softened in the stomach,

it is returned and used as plaster to cement the dirt and feathers of the nest together.

After importation in their rough state, the bird's nests are purified in immense manufactories built for the purpose, and are then fit for use. The soups are made by boiling them into a jelly with water, and adding among other things a fish called tre-pang, and a great variety of spices and condiments.

Considerable difference of opinion exists among Europeans, as to the palatableness of this singular compound; some asserting that it is absolutely nauseous and disgusting, while others who have tasted it maintain, that it is very properly ranked among the greatest delicacies which can be brought to table. The Chinese themselves are, however, after all the only proper judges, as the taste in these matters depends so much upon habit and preconceived opinion, that those things which we should naturally loath and the sight of which would turn the stomach, frequently become by these efforts of the mind the sources of the highest gratification. There is nothing particularly disgusting, in my opinion, in these elaborated productions, especially when we consider the

pains which are taken to cleanse them from every kind of impurity, so that they may very fairly be ranked with honey and other articles of food which are partly animal and partly vegetable.

There are other articles of general consumption at the tables of the Chinese grandees, which are brought from a considerable distance. Of this kind is the sea-slug or holothurion, estimated in the same manner as caviare is in Europe, and which is brought in great quantities from Ceylon and the Mauritius, in addition to the coast of New Holland and the islands of the Eastern Archipelago. Sharks' fins are imported from India, and are applied to two purposes; the flesh is boiled for soup, while the rough skin is employed as glass-paper by the cabinet-makers. In addition to these exotic curiosities, the flesh of wild horses, bears' paws, and parts of other beasts, are brought in considerable quantities, ready salted, from Tartary, Siam, and Cambodia, and are accounted great delicacies even at the tables of the great.

Having seen the taste of the higher orders in China, who may be supposed well able to please their fancy in the article of diet, we will now observe the bill of fare of the poor, who feel

impelled by the stimulus of necessity to swallow whatever will allay the craving of their hungry stomachs. The lower orders of the Chinese would appear to be almost omnivorous, and it is certain, that in the article of animal food, there is scarcely any thing which they are seen to refuse.

In all the towns and villages there are dog-butchers, whose business it is to slaughter and expose for sale the carcasses of these intelligent animals.

The Chinese dog is not much esteemed in Europe, where there is a great variety to choose from. It is nearly of the same kind as those which are brought from Kamtschatka, with a sharp face and a thick coat of soft and woolly hair. They make very good housedogs and are used as such in China, as their voices are sharp and clear. There are, generally, one or two of them on board each of the junks and all craft of a certain magnitude, as they are very convenient animals to take to sea; since they require very little care to be taken of them, and they are always ready in case a deficiency of provisions should oblige their masters to have them served out for chow-chow. They feed chiefly upon fish and rice, and on that account alone

require less provision to be made for them than other animals, as they can be sustained upon the refuse of the Chinese sailors, who rarely procure animal food. The butchers in Canton are always obliged to carry a stick or some other weapon with them, as the live animals are apt to attack them in revenge for the murder of their relations. The flesh is hung up in the markets in the same manner as that of the sheep with us, and is sold by weight. The young puppies, esteemed a delicacy in the same way as lambs are in Europe, are brought for sale in cages or baskets, carried at the ends of a bamboo on the shoulders. These little animals are very pretty, with the wool often of a beautiful white colour, and if we could reconcile ourselves to the idea of eating their species at all, these would be the first morsels which we should feel inclined to swallow.

The young ladies of the Celestial Empire make pets of the handsomer kinds of cat, so that they are often to be found in the houses of the rich. The poorer people cannot afford to keep these expensive luxuries, and therefore their flesh is a general article of consumption. When it is well fed it is considered even superior to that of the dogs, and is to be seen, occasionally,

upon the tables of the opulent. A small species of wild cat is sometimes caught in the southern provinces, and is brought to market as a great dainty. It is considered game, and none but the rich can afford to eat it.

Rats and mice are confined almost exclusively to the very poorest people. The former are often seen in long rows, skinned and otherwise prepared, and hung up by dozens with a small piece of wood passed across from one hind leg to another. At Whampoa these little animals are eagerly sought after by those in the boats, whenever they are caught on board the ships. Their bite seems to be utterly disregarded, as I have seen a rat fastened with a string tied to the hind leg, to the top of one of the covers of a boat, to form the plaything of a little boy or girl. Whenever the captive wretch had got to the end of the tether, the little urchin has taken it up with the greatest *nonchalance* by the poll of the neck, and put it into its place again.

The way of catching the large water-rat is so peculiarly Chinese that it deserves to be mentioned. These animals live in holes under the excavated banks of streams, and from thence sally forth into the water. The rat-catcher

proceeds in the darkness of the night to the spot, and places one of his showy lanterns immediately before the hole. When the rat comes out to see what is the matter, he is so astonished and dazzled with the light that he becomes motionless, and then the Chinaman is enabled to capture him with ease.

Almost every kind of wholesome vegetable is eaten by the Chinese, but the principal food of this kind is rice. In the northern provinces wheat is cultivated to a considerable extent, but the districts to the southward are almost universally covered with paddy. This then may be considered the staff of life in the East, and animal food of whatever kind is but a scarce and expensive luxury to the half-famished pauper.

The liquid portion of the repast does not present so great a variety as the solid. Tea is the national drink, and is consumed indiscriminately by the poor and the rich. It is always used, even in the most miserable hovel or sanpan, and is served out at every meal with an unsparing hand. The very poorest class of persons, however, in the most distant of the provinces from those wherein the tea-plant is cultivated, are obliged to find a substitute. For

this purpose they use the leaves of the fern, which are prepared and sold in the same manner as Bohea and Pekoe. The green teas are never used by the natives, but are prepared expressly for foreigners. Other drinks there are, equivalent to our beer and wines, made from fermented rice; one of them, sam-shu, has been already described. Opium is used in considerable quantities as an exhilarating agent, especially in the southern provinces; and tobacco is smoked almost universally, to produce a calm and tranquil state of mind.

END OF VOL. I.

WHITING, BEAUFORT HOUSE, STRAND.

00088575

Digitized with financial assistance from the
Government of Maharashtra
on 05 October, 2018